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日六廿月陸年寅丙

HONGKONG, WEDNESDAY, AUGUST 4th, 1926

叁拜禮

號四月八年五十國民華中

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TIME-TABLE.

WEEK DAYS

STATIONS	A.M.	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
Kowloon...	Dep.	5.40	9.15	10.30	11.40	12.00	1.15	2.25	3.35
Yuenai...	Dep.	5.50	9.24	10.39	11.49	12.09	1.24	2.34	3.44
Shatin...	Dep.	6.00	9.34	10.49	11.59	12.19	1.34	2.44	3.54
Taipei...	Dep.	6.10	9.44	11.04	12.14	12.34	1.49	2.59	4.04
Taipei Market...	Dep.	6.20	9.54	11.14	12.24	12.44	2.04	3.14	4.24
Fanning...	Dep.	6.30	10.04	11.24	12.34	12.54	2.14	3.24	4.34
Shungshui...	Dep.	6.40	10.14	11.34	12.44	13.04	2.24	3.34	4.44
Shumshan...	Dep.	6.50	10.24	11.44	12.54	13.14	2.34	3.44	4.54

STATIONS	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Shumshan...	Dep.	7.00	10.34	11.54	12.04	1.19	2.29	3.39	4.49
Shungshui...	Dep.	7.10	10.44	12.04	12.14	1.29	2.39	3.49	4.59
Fanning...	Dep.	7.20	10.54	12.14	12.24	1.39	2.49	3.59	5.09
Taipei Market...	Dep.	7.30	11.04	12.24	12.34	1.49	2.59	4.09	5.19
Taipei...	Dep.	7.40	11.14	12.34	12.44	2.04	3.14	4.24	5.29
Shatin...	Dep.	7.50	11.24	12.44	12.54	2.14	3.24	4.34	5.39
Yuenai...	Dep.	8.00	11.34	12.54	13.04	2.24	3.34	4.44	5.49
Kowloon...	Dep.	8.10	11.44	13.04	13.14	2.34	3.44	4.54	5.59

SHA TAU KOK BRANCH.

STATIONS	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Fanning...	Dep.	7.45	11.30	12.20	6.25	Shataukok...	Dep.	8.30	10.15
Shataukok...	Dep.	8.40	12.25	6.35	6.50	Fanning...	Dep.	7.55	11.10

STATIONS	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Fanning...	Dep.	7.45	11.30	12.20	6.25	Shataukok...	Dep.	8.30	10.15
Shataukok...	Dep.	8.40	12.25	6.35	6.50	Fanning...	Dep.	7.55	11.10

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Our London Letter.

DANGERS OF AERIAL FLIGHT IN THE EAST.

LONDON COMMENT ON ATTITUDE OF ARABS.

OUR GOOD LOOKING FACTORY GIRLS.

[FROM OUR OWN CORRESPONDENT.]

LONDON, July 10th.
Widespread regret is felt here at the
tragic death of Mr. A. B. Elliott, the
young mechanic and companion of Mr.
Alan Cobham on the 13,000 miles seaplane
flight from England to Australia. As
you are aware, he was shot a few days
ago near Basra, presumably by a maraud-
ing Arab, as the machine was travelling low
down because of mist. The bullet smashes
the petrol feed pipe, struck Elliott in
the arm, and then penetrated his
chest.

The opinion in aviation circles in Lon-
don is that the rifle was fired by an ir-
responsible fool, out of sheer devilry, and
no political or other significance is at-
tached to it. Air Force machines fly over
the spot daily, and have never been at-
tacked. It was the most unlucky shot
ever fired, first to hit the machine, and
secondly to hit Elliott. He was a re-
markably clever mechanic, and had flown
with Mr. Cobham on his long trips to
the Cape and back, and to India and
back. They were very much attached to
each other.

Uncertain Attitude of Arabs.

Mr. Elliott's death is a reminder that
the perils of flying over the desert, which
have been spoken of in warning tones by
earlier travellers, must not be lightly
regarded. Although it is said that there
have been no similar incidents in the
particular area where this lamentable in-
cident occurred, it is of course well
known that Royal Air Force machines
on service have several times been fired
at by Arabs. It is also recalled that not
long ago shots were fired at a motor-
caravan and there were casualties among
the passengers.

A possible explanation of the attack
on Mr. Cobham's aeroplane is that dur-
ing the war all airmen carried a letter
in Arabic which promised rewards to
those who protected them and brought
them in, and this custom may still pre-
vail. The hope of reward has been
known to tempt even friendly tribesmen
to shoot at an aeroplane, so that they
could secure the occupants and escort
them to headquarters.

Beauty in the Factory.

Sir Thomas Legge, Senior Medical
Officer of Factories, has come into pro-
minence in the news columns of the
papers this week by a statement he made
at the Sanitary Institute Congress at
Westminster. Twenty years ago, he said,
his records showed that 30 to 35 per cent.
of working girls suffered from anaemia;
to-day he put the figure at 5 per cent.
Open-air life, exercise, and high wages
were the chief causes of the improvement.
In his view London's working girls are
growing more beautiful every year.

"In the last factory I visited," he
said, "I noted that 75 per cent. of the
girls were good-looking of the Rossetti,
Burne-Jones, or Greek type—28 per cent.
were average looking, and none at all
were bad looking." This is a handsome
testimonial to the factory girl; and one
can endorse the comment of the President
of the Congress, Mrs. Ellen Wilkinson,
M.P., that factory girls will now take a
much more lively interest in Sir Thomas
Legge.

Mr. Ramsay MacDonald Flouted.

I hear that a decidedly piquant situ-
ation has arisen in the ranks of the
Socialist Party. Some time ago, Mr.
Thomas Johnston, one of the Members
for Dundee, proposed in the House of
Commons that a Committee representing
all parties should be set up to investigate
the whole question of unemployment.
Later, he brought the matter before the
Socialist Party, where it was strongly
opposed by Mr. Ramsay MacDonald on
the ground that if they did anything to
help the Government to solve the problem
of unemployment they would deprive
themselves of the right to attack the Gov-
ernment for failing to find a remedy for
the evil.

It was supposed that the matter had
been settled, but it now seems that Mr.
Johnston and his friends have appealed
to the Unemployment Committee of the
Socialist Party, which contains repre-
sentatives of the Trades Union Congress
and the National Labour Party as well
(Continued on next column.)

A NEW ZEPPELIN.

EPOCH-MAKING DISCOVERY OF NON-EXPLOSIVE GAS.

THE "LZ127."

An "epoch-making discovery" of
"non-explosive gas," which is to replace
petrol as fuel for airships, has accom-
panied the announcement of the fact that
a large Zeppelin is being built by Dr.
Eckener at Friedrichshafen. The Zepp-
elin, which will be known as LZ127,
will carry five 450 horse-power Maybach
engines adapted to the consumption of
the new gas fuel. This gas is stated to
have, roughly, the same specific gravity
as air, and produces 25 per cent. more
calories per cubic metre than petrol per
kilogram. Ethane would answer this
description, and it is possible that
ethane is the gas which has been "dis-
covered." "Non-explosive" is, of course,
a misnomer for if it could not explode
it could not work the engine.

Some time ago two students of chemis-
try at Berlin, Schlumbohm and Peters,
patented a scheme by which airships filled
with helium could be made to ascend
or descend by heating and cooling their
helium electrically. They also proposed
to Dr. Eckener to use gas fuel instead
of liquid fuel. They now propose a
scheme which would seem to be an ad-
vance on the one adopted for LZ127.
The scheme is to use not one gas with
about the same specific gravity as air,
but two—one lighter and one heavier
than air. If the airship is to ascend
then the engines would burn the heavier
gas; if to descend they would burn the
lighter.

In airships filled with helium the two
fuel gases would be stored inside the
helium. As the gas does not explode
except when mixed with air, the danger
of explosion or of the airship catching
fire would be almost entirely eliminated,
even in war. —Manchester Guardian.

CHINA TEA.

"RELIEVES FATIGUE AND DE- LIGHTS THE SOUL."

I was a little surprised, writes a cor-
respondent to the Manchester Guardian,
to note that China was not mentioned
in the "Miscellany" paragraph about
the relative consumption of tea by
various nations. For China not only
supplies us with what many con-
noisseurs declare to be the best brands
of tea, but her people also "take their
own medicine" prodigiously. Even so
early as the fourth century B.C. tea was
highly prized by the Chinese for "re-
lieving fatigue, delighting the soul,
strengthening the will, and repairing the
eyesight"—almost as many excuses as
the modern American invents for the
flask in his pocket! Taoists actually
used it as an ingredient in the elixir
which was supposed to renew youth per-
petually. Buddhists, who knew not
coffee, drank it to prevent themselves
from falling asleep during devotional
exercises.

as the Socialist Party. This Committee
has sent a letter to the Whips of the
Parliamentary Party instructing them to
raise the question in the House as pro-
posed by Mr. Johnston. Obviously it is a
very serious blow to Mr. MacDonald's
prestige, which has been on the wane for
some time, and the latest report is that
it will eventually cause him to sever his
official relations with the Independent
Labour Party.

The Dinner Party at Home.

It appears that there is a decided move-
ment in London towards a revival of the
dinner party at home and the house
concert. It has become noticeable dur-
ing the present season, in which there
have been more dinners given in Mayfair
than at any time since the war. One ex-
planation is that many people are be-
coming tired of hotel and restaurant hos-
pitality, and a dinner party at home—if
it can be done with the present dearth of
capable servants—has now a prestige that
no outside dinner has. There are few
people with town houses, and staffs
equipped for entertaining on a big scale.
Another explanation is that we are
having a return to the old English tradi-
tion that the proper place to entertain
your friends is under your own roof with
your feet under your own mahogany, and
that this instinct is reasserting itself in
the case of people who are able to gratify
it. The revival of the concert at home
is also to be noted as a return to
Victorian fashion; and it is remarked by
those who make a point of observing
social tendencies that this season mothers
are reasserting themselves, so that more
of them are to be seen going out with
their daughters. In other words, the
chaperone in a new plane is again on
the scene in London.

"OLD MAIDS" THE BEST WORKERS.

SLIM MEN BETTER THAN FAT MEN.

MARRIED BETTER THAN BACHELORS.

Mr. Herbert D. Brown, chief of the
United States Bureau of Efficiency, whose
business it has been for twenty-three
years to study employees in American
Government offices, states that widows
and large fat men are the world's worst
workers, while "old maids," tall, slim
men, and little men are the best type
of workers for an employer to have in
his office.

"Of women, considered as workers, the
'old maid' is the most loyal and efficient,"
says this American expert.
"Once settled in spinsterhood, a
woman is not distracted by thoughts
which constantly engage the minds of
young girls, who are in eager chase of
husbands. She does not stop her type-
writer to powder her nose; the arrange-
ment of her shingle is not causing her
incessant anxiety, and her lip-stick, if
she has one, is reserved for occasional
use."

"The widow is not so good," says Mr.
Brown. "She thinks of her past, look-
ing backward rather than forward. She
is often a 'trouble-maker' in an office."
"Slender women are, as a rule, better
workers than those of more substantial
physique. When a slim woman puts on
fish she is liable to lose some of her
energy."

Mr. Brown has some equally hard
truths to say about the so-called sterner
sex.

"The best men workers, generally
speaking, are of two physical types," he
declares. "One of them is tall, slim and
wiry. The other is small, perhaps not
more than four inches above five feet in
stature."

"There is an unmistakable relation
between physique and mentality. The
fat, placid man is not likely to forge
ahead. He is too easy-going. The large,
husky man is not usually successful in
commercial life. Married men, as a rule,
are better workers than bachelors."

Another variety in Mr. Brown's inex-
haustible catalogue is the red-headed
worker, who, he says, is dynamic on his
job, but less easy to manage than others.
A Daily Express representative toured
a number of London offices to find out
whether English workers come under this
category. Some of his inquiries proved
illuminating.

"It is impossible to generalise," said
an official of a business training college.
"The capability for work does not de-
pend on the physical qualities of either
a man or woman. Far women often
proved better workers than thin ones.
Everything depends on the mentality of
the person concerned."

"Spinners, who are resigned to
spinsterhood, are among the best work-
ers," said the manager of a large store.
"The trouble with them, however, is that
their ideas become settled and they lose
their sense of proportion. Married
women are not usually good workers, be-
cause their time is occupied in thinking
about their homes. There is not much to
choose between a bachelor and a mar-
ried man."

"Short men are generally efficient, but
most red-headed men are full of bluff."

NINE YEARS' WAR MYSTERY.

SOLVED BY SCRAP OF POSTAL ORDER.

An example of the care and patience of
the officials of the Imperial War Graves
Commission in establishing the identity
of dead British soldiers in France has
been provided by the identification of a
soldier of Clarborough, Retford, Notting-
hamshire.

During the work of concentrating the
bodies of the fallen from isolated graves
into authorised British cemeteries por-
tions of a postal order issued at Clar-
borough on March 20th, 1917, were re-
covered from the body of an unknown
soldier of the Royal Scots who fell in
action at Monchy-le-Preux, east of Arras,
about April to June 1917.

A letter was sent to the postmistress at
Clarborough, and it so happened that
she was a distant relation of a Clar-
borough soldier who had been in the
Royal Scots and had been reported pre-
sumed killed.

The parents remembered sending the
postal order to their son, Private J. W.
Stevenson. Thus a nine years' mystery
is cleared up.

There is a special department of the
War Graves Commission which follows
up these slender clues. One official, by
his painstaking care and acumen, has
won for himself the name of "Sherlock
Holmes"—not inappropriately, seeing
that his office is in Baker-street.

He established the identity of one man
through finding the receipt for a War
Savings Certificate on the body.

Another time a watch was found; the
maker's name being just discernible.
A fragment of a memorial card of
someone buried in a London cemetery
led to another identification.

KUPPER PILSENER BEER.

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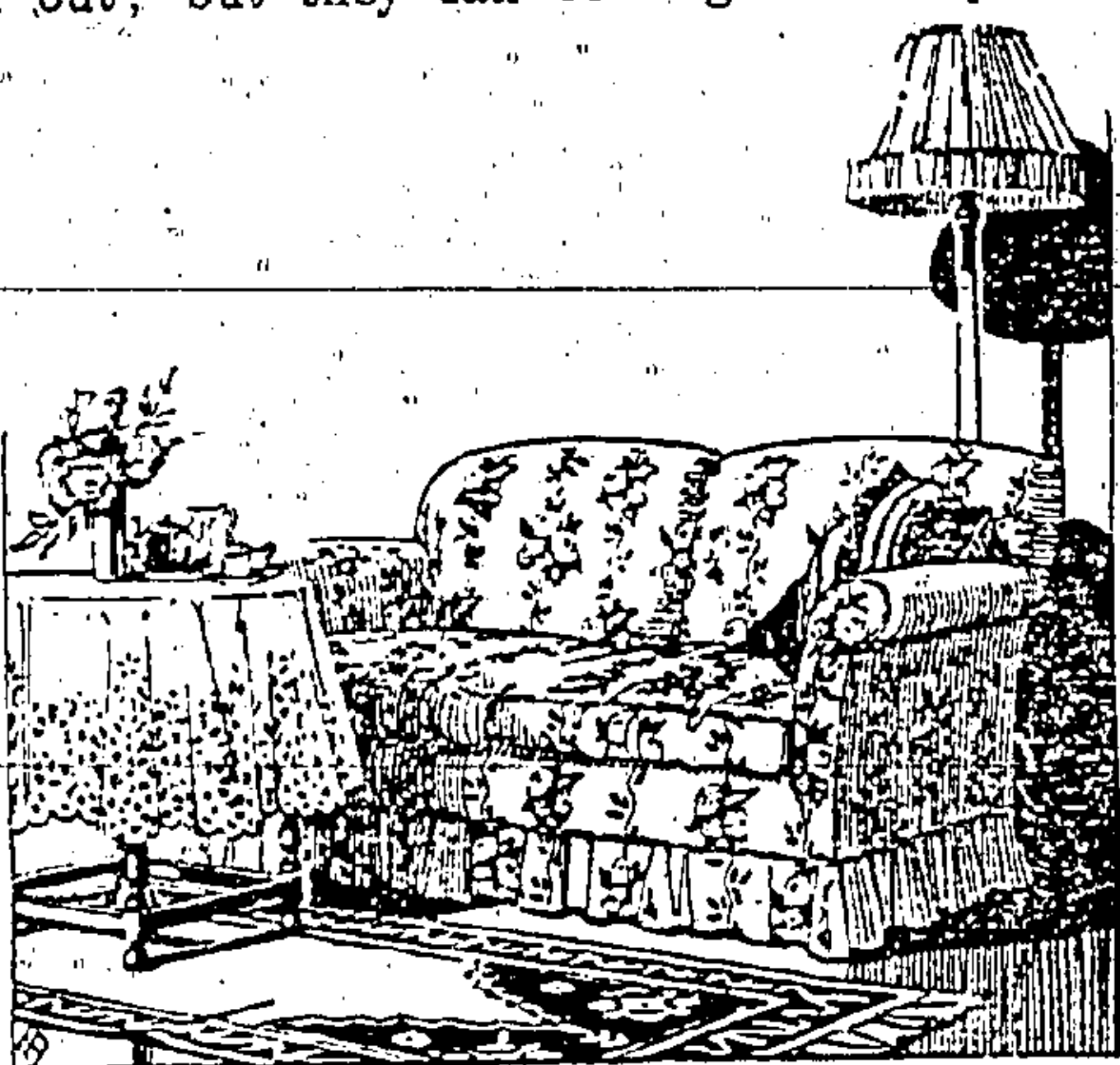
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HOW THE SOVIET MACHINE WORKS.

A DIVISION OF INTERESTS.
COMMUNIST INTEREST.

Soviet Russia lives under a dual constitution, one part of which is the formal Constitution of the Union of Socialist Soviet Republics, we are told, and the other the Constitution of the Communist party. The formal Constitution is one of administration; according to a Russian correspondent of the *Manchester Guardian*, while the party Constitution provides an organized body of opinion, which is able to use the formal Constitution as a means of putting its ideas into practice. This correspondent, Arthur Ransome, who is an authority on Russian affairs, goes on to say that the essential fact of the Soviet Constitution is that it insures the towns a dominant voice in government, while leaving the peasants comparatively free to run their own affairs in their own way, and he adds:

"In a district congress, the smallest in which representation of towns and villages is united, the rural district Soviets have one delegate for every thousand of the population, the town Soviets have one delegate for every two hundred electors. This proportion is preserved throughout, but, as higher congresses consist of delegates elected by lower congresses, the effect is that the town vote is gradually strengthened as it nears the top in the All-Union Congress of Soviets. Bearing this in mind it is easy to understand how it is that although the proportion of Communists in the village Soviets is extremely small, it grows steadily larger in the superior congresses, until it is dominant in the congresses that rule large parts of the Union, and in the Union Congress itself.

"The domination of the Communists in the legislative organs would be an unstable affair if they were liable to internal schism on points of policy, if now one section and now another succeeded in catching the support of the non-party members of congresses. It is stable because the party makes unanimity the chief object of all its internal discussions and is able to count on the unconditional support of all its members for any decision officially adopted by it. From time to time it passes resolutions covering every field of its activity; these resolutions are taken as definite directives by the great bulk of its members, and through them influence a very much greater number of persons who, while supporting the Communists, do not pay subscriptions to the party or submit themselves to the strict discipline which is binding upon party members.

STRENGTH OF COMMUNIST INFLUENCE.

Because it is realized now that what the Communist party decide to-day, the representative institutions will decree to-morrow, Mr. Ransome relates, there is much greater public interest in the congresses of the Communist party than in the congresses of Soviets. The Communist congresses are still held behind closed doors, he tells us, but their debates are reported at great length. A congress of the Communist party, it appears, is attended by delegates from the local branches who, as a rule, have been discussing the more important questions which will come before it. Parenthetically, Mr. Ransome advises us that a preliminary conference without the authority of a congress usually opens the discussions which proceed throughout the country, and he continues:

"The congress is met by the Central Committee of the party and hears reports which represent the views of the Central Committee. In case of serious divergence of opinion within the Committee the congress may hear a minority as well as a majority report. It takes the reports as the starting-points of its debates. At the end of the debates it passes resolutions which represent compromises made with the object of finding formulae that will be supported by votes as nearly unanimous as possible. These resolutions are considered as directives binding upon the party as a whole and on the Central Committee, which the congress then proceeds to elect.

"The election of the Central Committee is only the starting-point for the renewal of the party machine. At the last congress the Central Committee elected 83 members and 43 deputies (the number of the Central Committee is getting steadily larger). The Central Control Commission elected at the same time included 163 members, and the Central Revisional Committee included seven. When these bodies have been elected there is held what is called a 'Plenum,' consisting of the Central Committee, the Central Revisional Committee, and the members of the Praesidium of the Central Control Commission (who have in the meantime been elected). This 'Plenum' elects the Political Bureau of nine members with five deputies, the Secretariat of the Central Committee (at present Stalin), and an Organizing Bureau of eleven members with five deputies. It further appoints the editors of the party newspapers and the representatives of the party in the Third International."

By accumulated prestige, fear of schism, control of publication, and control of promotion in the party, Mr. Ransome further advises us, the

CENTRAL COMMITTEE IS IN A STRONG POSITION

in the party to obtain support for its views, the Political Bureau is in a very strong position, while the General Secretary has an overwhelmingly strong position in both. A dissenting member of

(Continued on next column.)

LONDON CROWD'S CONCERT.

"JOHN PEEL" SUNG IN A CHURCHYARD.

SONGS FOR CLERKS.

LONDON, July 31st.

"Gather round me!" cried a man in a London churchyard yesterday, and people sitting near him on benches and steps looked up curiously from their books, while a few others rose and strolled towards the speaker.

"Come round here!" he cried again. "I'm going to sing, and you are going to sing with me." Without further preamble he broke into the swing of "John Peel," and the crowd followed him.

"The scene" was the churchyard of St. Martin-in-the-Fields, Trafalgar-square, and the singer was Mr. Gibson Young, organising director of the Community Singers' Association, whose object is to make people express themselves in song even at their work.

THREE CHOIRS.

The sound of a crowd singing in the open, lured puzzled passers-by through the gates of the churchyard, at first to watch the crowd, then to swell the chorus. Black-coated men stood up on the tops of passing omnibuses to stare, and travelled onwards singing under their breath. Mr. Young, warming to his work, took off his coat and raised his hands to beat the time of "John Brown's Body." Then he divided the gathering into three choirs, and, having started them singing "Three Blind Mice" as a part song, slipped away before they realised that they were singing without him.

"I am very pleased with to-day's work," he said to a representative of the *Daily Express* who had observed his enterprise. "We shall be here every Thursday at lunch-time, and I hope to persuade famous musicians to conduct. Mr. Percy Pitt, the musical director of the British Broadcasting Company, has already consented.

"We are ready to sing anywhere. I should like to go to St. Paul's Churchyard, or to some City church, to cheer up the clerks. In Melbourne and Brisbane I had crowds of 2,000 singing, not only these simple songs, but songs to the music of Schumann and Wagner.

"We want to make people sing at their work, too. At a factory in York half an hour is set apart every afternoon for the employees to sing while they are working. A few minutes of hearty singing in the middle of the day cheers up men and women wonderfully."

the Committee, it is pointed out, is held to have infringed discipline if he presses his views outside the Committee without its permission. That permission is given before a congress, and it is understood that in the event of those views being rejected by the congress, the dissenter will wholeheartedly support whatever other views are accepted, and we are told:

"The result is a highly centralized instrument for coming to decisions which are reflected in the Congress of Soviets and carried out by its executive organs. But the instrument is used also in the reverse way, to obtain an understanding support of its decisions by the party and eventually by large numbers outside the party. Every phase in the Government's activities is debated from top to bottom of the party. No important event or change of policy comes about without a series of conferences at which the line of the Central Committee, that controls the Government, is explained and discussed. The rank and file of the party are thus kept in close touch with what is going on over their heads, while the feeling of the rank and file is reflected back to the Committee. The process is carried farther through the part played by the rank and file in the non-party organizations (trade unions, Soviets, etc.), until behind a decision of the Central Committee is ranged the whole strength of the party and that of a considerable proportion of the non-party workers."

Although the party has latterly grown to be a body of over a million actual subscribers, Mr. Ransome points out, mere profession of adherence to its general programme is not enough to gain admission to it, and he goes on to say:—

"It was easy enough in 1917, when the party was struggling and liable to persecution. It was easy during the worst moments of the Civil War, for it was felt that a man's desire to join when the possession of a party ticket merely insured that he would be shot out of hand if captured by the other side. I know plenty of White officers who were captured by the Reds and are working in Russia to-day, but not one single Communist who survived being captured by the Whites) was almost a sufficient guaranty of genuine convictions. Now that the party is ruling Russia and that membership of it opens the way to a career, it is extremely careful in admitting new members. It is an extraordinarily self-conscious party. For example, it recognized that the new conditions that are accompanying Russia's economic recovery would be likely imperceptibly to bring about a change in the party attitude, and that in this way the party might lose sight of its purpose, whereupon it consciously decided that the way to insure against this was to see that the workmen in the party should be able to counteract the influence of the intelligentsia, who, it was felt, were most likely to be affected by the new conditions. There was accordingly a purge of the party that greatly reduced the percentage of intelligentsia, and when the doors were reopened they were opened under a notice more or less strictly observed of 'Workmen only.'"

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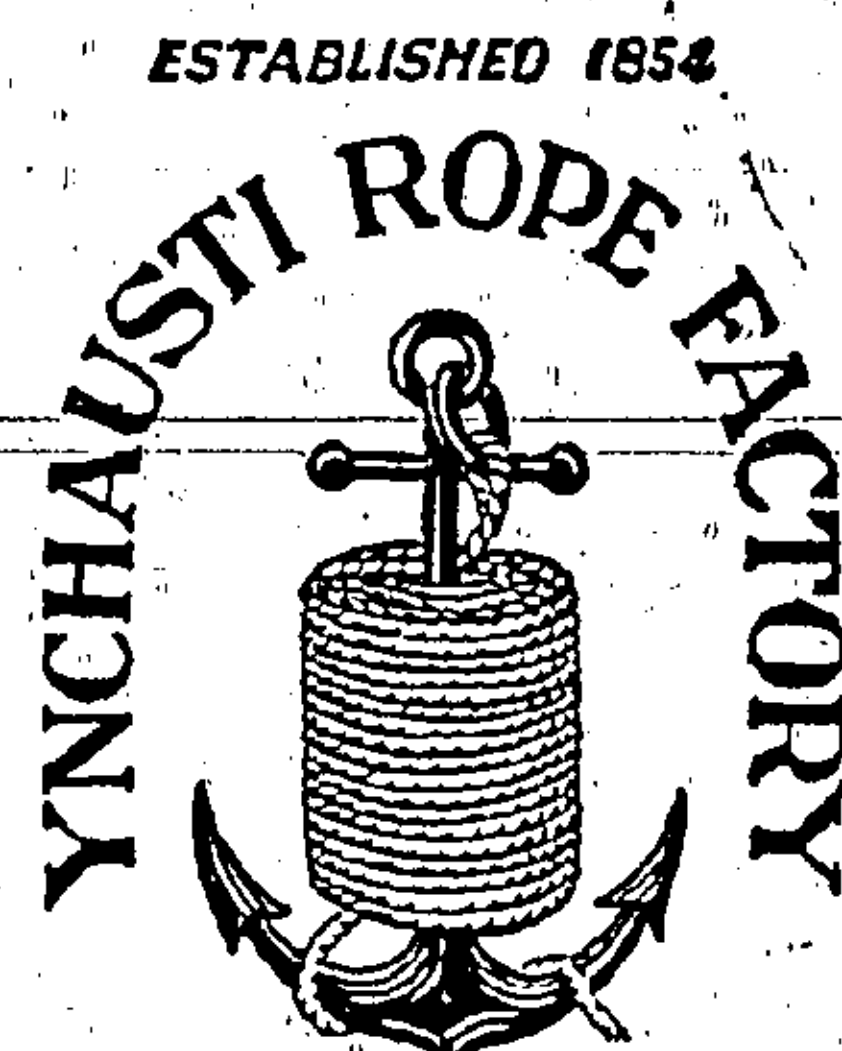
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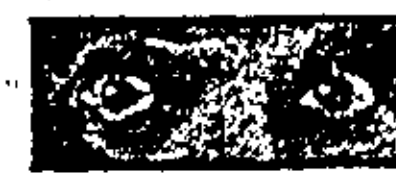
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[52]

HONGKONG'S POPULATION.

DOUBLED IN TEN YEARS.

According to the report of the Medical Officer of Health the estimated population of the Colony at the middle of 1925 was as follows:

Non-Chinese Civil population 16,500
Chinese population:—
City of Victoria (including the Peak) 465,000
Villages of Hongkong 33,040
Kowloon (including New Kowloon) 200,000
New Territories (land) 87,500
Population afloat 72,380

Total Chinese population 857,920
Total Civil population 874,420

The total population in 1915 was estimated to be 425,870 so that it has doubled in ten years.

The British and foreign community numbered 13,320 in 1915.

The birth-rate for the non-Chinese civil population in 1925 was 22.6 per 1,000 as compared with 19.8 per 1,000 in 1924.

The birth rate for the Chinese population as calculated from the registered births was 4.23 per 1,000 as compared with 5.47 per 1,000 in 1924.

The following table shows the birth rate calculated from the registered births for the last ten years:

Year.	Non-Chinese	Chinese.
1916	20.05	5.5
1917	20.08	4.9
1918	22.07	3.6
1919	20.3	3.9
1920	19.78	3.96
1921	23.58	5.68
1922	22.84	6.25
1923	23.03	6.97
1924	19.8	5.47
1925	22.6	4.23

SEX OF THE NEWLY BORN.

For the non-Chinese community the ratio of male to female children for the year 1925 was 93 males to 100 females.

For the Chinese community the ratio was 156 males to 100 females.

Registration of births is largely evaded by the Chinese and more so in regard to female than male children.

DEATHS.

The total number of deaths registered in the Colony during the year 1925 was 14,931 (15,553 in 1924).

The general civil death rate was 19.03 per 1,000 (21.75 in 1924).

ITALY AND SOVIET RUSSIA.

IMPENDING AGREEMENTS.

BUSINESS AND POLITICS.

Whether, as originally announced, M.M. Chicherin and Stalin should shortly visit Rome for the purpose, or whether the relevant negotiations be conducted through Ambassadorial channels, there is no longer any doubt that Signor Mussolini intends to conclude with the Soviet Government some very important and comprehensive agreements, writes the Diplomatic Correspondent of the *London Telegraph* on July 5th. While the object of such agreements will be primarily of an economic character, it may well be that a Pact of Friendship, Mutual Non-Aggression, and—within certain limits—Neutrality will supplement the business arrangements involved, which will cover large areas of the Near and Middle East, notably in South Russia, the Black Sea, and the Caucasus. What Italy is specially intent on securing from the U.S.S.R., besides grain, are coal, oil (she has just obtained a footing in the Roumanian oil-fields), and maritime advantages. What Soviet Russia is anxious to derive from Italy are military and transport material (aerial as well as land) and a number of technical experts. For the latter Moscow would wish to be less dependent than hitherto upon Germany.

Finally, Russia is so vast and, in parts, so sparsely populated a country that it might be possible for the Soviet Government to concede to Italian enterprise residential outlets such as no other country could concede without peril to the national sovereignty. In the circumstances, however, it is not inconceivable that Moscow, in return, will seek to draw Italy away from Geneva and the Western Powers. But Italian diplomacy is ever wide awake. On the other hand, it is one of Italy's aims—having regard to her new economic partnership with Roumania—to facilitate a solution of the thorny Bessarabian dispute between Moscow and Bucharest, in order to effect a reconciliation between these hereditary rivals. It will be recalled that, prior to the conclusion of the Mosul Boundary Treaty by Great Britain, Turkey, and Iraq, it was Moscow's ambition to effect a rapprochement between Rome and Angora. But Signor Mussolini has since rendered any such intervention superfluous, the Italian Ambassador to Turkey having just recently been instructed to proceed to Angora for the purpose of negotiating Consular, commercial, and other conventions designed to regularise the at present somewhat unsatisfactory position between Italy and post-war Turkey.

The Black Sea ports to which Italian steamship companies are particularly keen on establishing direct and frequent sailings are Odessa, Novorossisk, and Batoum. The choice of the last two is significant.

HONGKONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

August 3rd, 1926.

Hongkong Bank	.....\$11.25 buy.
Do. London	.....\$131 nom.
Chartered Bank	.....\$202 buy.
Mercantile Bank, A. & B.	.....\$302 nom.
Do. U.	.....\$132 nom.
P. & O. Bank	.....\$24 buy.
East Asia Bank	.....\$31 buy.
Union Insurance	.....\$143 nom.
China Underwriters	.....\$304 nom.
North China Insurance	.....\$304 nom.
Union Insurance	.....\$304 nom.
Yangtze Insurance	.....\$35 buy.
Union Fire Insurance	.....\$300 buy.
Hongkong Fire Insurance	.....\$300 buy.
Dongasas	.....\$25 buy.
H.K. U. & M. Steamboats	.....\$25 buy.
Hongkong Tugs	.....\$24 nom.
Do. (Def.)	.....\$30 buy.
Shell Transport	.....\$35 nom.
Star Lines	.....\$35 nom.
Waterboats	.....\$152 sa.
China Sugars	.....\$24 buy.
Malayan Sugars	.....\$34 buy.
Hongkong	.....\$14 nom.
Kailan Mining Co.	.....\$10 nom.
Langkat (combined)	.....\$12 buy.
Do. (single)	.....\$12 buy.
Shanghai Exp. Co.	.....\$12 buy.
Shanghai Loans	.....\$12 nom.
Do. Mines	.....\$12 nom.
Ural Caspian	.....\$12 nom.
H.K. & W. Docks	.....\$124 nom.
H.K. & W. Docks	.....\$124 nom.
Hongkong	.....\$124 nom.
New Engineering	.....\$124 nom.
Shanghai Docks	.....\$124 nom.
H.K. & S. Hotels	.....\$124 nom.
Hongkong Lands	.....\$124 nom.
Hongkong Realty	.....\$124 nom.
H.K. Territories	.....\$124 nom.
H.K. Developments	.....\$124 nom.
Humphreys Estates	.....\$124 nom.
Prince's Buildings	.....\$124 nom.
Kwai Land	.....\$124 nom.
Ewo Cottons	.....\$124 nom.
Oriental	.....\$124 nom.
Shanghai Cottons (old)	.....\$124 nom.
Do. (new)	.....\$124 nom.
China Buses	.....\$124 nom.
Hongkong Tramways	.....\$124 nom.
Peak Tram (old)	.....\$124 nom.
Do. (new)	.....\$124 nom.
Singapore Tramways	.....\$124 nom.
Lane	.....\$124 nom.
Amusements	.....\$124 nom.
Canton Ice	.....\$124 nom.
Cement (combined)	.....\$124 nom.
Do. (old)	.....\$124 nom.
Do. (new)	.....\$124 nom.
China Lights (combined)	.....\$124 nom.
Do. (old)	.....\$124 nom.
Do. (new)	.....\$124 nom.
China Providents	.....\$124 nom.
Constructions	.....\$124 nom.
Dairy Farms	.....\$124 nom.
Der A Wings	.....\$124 nom.
Hongkong Electric	.....\$124 nom.
Macao Electric	.....\$124 nom.
H.K. Buses (combined)	.....\$124 nom.
Do. (old)	.....\$124 nom.
Do. (new)	.....\$124 nom.
Lane Crawford	.....\$124 nom.
Mackintosh	.....\$124 nom.
Sincere	.....\$124 nom.
United Asbestos	.....\$124 nom.
Watsons (old)	.....\$124 nom.
Wm. Powells	.....\$124 nom.
buy—buyers; sel—sellers; sa—sales nom.—nominal.	

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

RUGBY, July 31st.

Paris	.....200
Brussels	.....192
Amsterdam	.....12.10
Berlin	.....20.42
Copenhagen	.....18.33
Vienna	.....34.44
Helsingfors	.....193
Lisbon	.....2.17/32
Buenos Aires	.....45.9/16
Shanghai	.....2/10 1/2
Yokohama	.....1/11.5/16
New York	.....4.85/5
Geneva	.....22.125
Milan	.....190 1/2
Stockholm	.....18.1625
Oslo	.....22.19
Prague	.....164 1/2
Madrid	.....31.675
Rio	.....7.9/10
Bombay	.....1/5.57/84
Hongkong	.....2/2 1/2
Silver (spot & forward)	.....29 1/2

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, August 3rd.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.84	29.82	29.81
Temperature	76	78	85
Humidity	82	83	76
Wind Direction	E	E	SSE
Force	1	1	3
Weather	OE	O	C
Rain	1.31	0.00	0.13

Highest open-air Temperature on 2nd ... 82
Lowest open-air Temperature on 3rd ... 77

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

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DINNER DANSANT—8.12 midnight. \$2.25 per cover.

TUESDAY

MUSICAL TIFFIN—1.2 p.m. \$1.25 per cover.
SPECIAL—(Cassoulet Toulousain).
TEA DANSANT—5.7 p.m.
DINNER DANSANT—8.12 midnight. \$2.25 per cover.

WEDNESDAY

MUSICAL TIFFIN—1.2 p.m. \$1.25 per cover.
SPECIAL—(Gnognis au Gratin).
TEA DANSANT—5.7 p.m.
DINNER DANSANT—8.12 midnight. \$2.25 per cover.

THURSDAY

MUSICAL TIFFIN—1.2 p.m. \$1.25 per cover.
SPECIAL—(Chicken Pie).
TEA DANSANT—5.7 p.m.
DINNER DANSANT—8.12 midnight. \$2.25 per cover.

FRIDAY

MUSIC TIFFIN—1.2 p.m. \$1.25 per cover.
SPECIAL—(Choucroute Garnie).
TEA DANSANT—5.7 p.m.
DINNER DANSANT—8.12 midnight. \$2.25 per cover.

SATURDAY

MUSICAL TIFFIN—1.2 p.m. \$1.25 per cover.
SPECIAL—(Bouillabaisse).
TEA DANSANT—5.7 p.m.

CARNIVAL NIGHT

SPECIAL DINNER—\$3 PER COVER.

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AMERICAN SEALS
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STOUT MEMORIAL HOSPITAL
SEIZED.

OCCUPIED BY MILITARISTS.

PROPERTY STOLEN.

The Stout Memorial Hospital, writes the Wuchow correspondent of the N.C. Daily News, against which a strike was called a few months ago and which was finally evacuated by the Southern Baptist Mission doctors and the building sealed with American seals by members of the U.S.A. gunboat *Pampanga*, has now been forcibly occupied by soldiers of the Seventh Nationalist Army.

In April after the premises had been closed and sealed, the American authorities handed over the compound to the local Chinese officials for protection. The latter respectfully requested a modest little sum with which to engage policemen to guard the premises, and have them uniformed nicely in keeping with the high dignity of their new office, and the honour of the nation whose property they were to protect. The money was paid, the uniforms secured, and the spick-and-span guard appeared and took up their posts of duty—a terror to all evil-doers.

THE HOSPITAL SACKED.

Some weeks later when foreign members of the Mission visited the hospital they found the faithful guard stationed at their posts of duty. The uniforms were still matchless, their rifles polished and they were alert and active. But on investigation it was found that every building on the compound had been entered by thieves, every room had been ransacked and blankets, provisions, and household furnishings had been carried away. Even the hospital itself had been entered and valuable equipment was missing.

Regrets were expressed, mild apologies offered, and after a financial tip had been mentioned a new guard was secured; a guard with better uniform, and bigger and brighter buttons. To-day members of this guard snooze peacefully on benches under the spreading shade trees, while near by in the hospital three floors are fully occupied by the military Red Cross.

SIMPLY APPROPRIATED.

Some members of the Baptist Mission had heard the report of the taking over of the hospital, but "doubted that the Chinese would actually go to the limit of really entering the buildings without permission," and so made inquiries. Alas, the truth was stranger than fiction. The hospital was being run by the military party. The wards were filled with patients, the private rooms were fully occupied, nurses were attending the sick, and doctors were cheerfully carrying on their work. All seemed to be happy and contented and fully satisfied with the hospital, equipment and the arrangement thus far. The grassy lawn surrounding the hospital was strewn with remnants of used bandages, matter-soaked cotton, and discoloured pads which had been thrown from the verandahs and windows above, and left drying in the sun, or blowing around the yard in hopes that the sunlight might kill the germs. Old bits of used matting on which patients had either lived or died were also scattered around. Otherwise everything was in perfect order.

It was a pity that permission could not have been asked or obtained from the Baptist Mission or the U.S.A. authorities before the building was occupied, but the rising waters of the West river made a quick move necessary, and as America has always been so conciliatory and obliging, it went without saying that this little lack of forethought would not be seriously criticized.

SCRAPS OF PAPER.

So the august American seals that had dared to boast that they were "untouchable" were torn off the doors and windows, and went scurrying away in the breezes to find a corner in which to hide. Some of the seals, though torn to shreds, remained faithful to the last and still clung fluttering at their posts of duty, and tell to the passers-by, in tones that are unmistakable, how much they regret they have lost their power. In the case of other seals where the U.S. and A. have been parted the former two letters, "U.S." have been permitted to remain as a new sign for the present proprietorship.

If this incident had occurred in the stirring days of Roosevelt one can imagine the wild shrieks of the American eagle as it beheld its nest so ruthlessly torn to pieces, and scattered around, but the offspring of that daring bird has become tamer through age and now, instead of the harsh discordant shriek, one hears its gentle voice softly cooing like a turtle dove if indeed the bird does not simply turn its back and pretend not to notice.

ENGLISH CHANNEL.

LADY'S PLUCKY ATTEMPT
TO SWIM IT.

[REUTER'S AMERICAN SERVICE.]

DOVER, August 3rd.
Miss Clarabelle Barratt, a New York swimming instructor, started from Dover at eight yesterday morning to swim the Channel.

She gave up after twenty-one hours and three-quarters, and when only three miles from the French coast.

WATER POLO LEAGUE.

SEVEN TEAMS ENTER.

At a meeting of the Water Polo Association, held at the Victoria Recreation Club yesterday evening, it was decided by the representatives of the Clubs to make a start on Monday, the 2nd inst., and to play two matches each day on Mondays, Wednesdays and Fridays, commencing at 6 p.m. In view of the fact that the season is now rather advanced, it was also decided that the teams meet one another once only.

The following is the list of the Clubs entered:—

Royal Navy.
1st Bn., East Surrey Regt.
Victoria Recreation Club.
Kowloon British School Former Pupils Association (2 teams).
Hongkong Electric Co.
Club de Recreio.

DEATH OF FORMER LOCAL
SWIMMER.

News is to hand of the death of Gunner G. V. McDade, late of the Royal Artillery, S.C., who passed away in Netley Hospital early in June.

McDade was well-known in aquatic circles locally and came into prominence by winning the Championship of H.M. Forces in Hongkong in 1922 and 1923. He was one of the most promising young swimmers here and continued to improve when he returned home in 1924.

"Trudgeon" has this to say of this fine swimmer in the Portsmouth *Evening News*: "All those connected with water polo in Portsmouth will recall his genial disposition and outstanding abilities, and his death will not only be a great loss to his club, but to Hampshire. Only 22 years of age, he was rapidly coming to the front rank in swimming and water polo circles, being the holder of the Garrison Championship and the 100 yards Army Championship last year. In 1924, he won the 100 yards Championship of Hampshire, and was second last year, besides which he represented the Army in the Inter-Services Championship at Aldershot last season."

INTER-DEPARTMENTAL
COMPETITION.

ALL-ROUND YEAR SPORT
SUGGESTED.

The inter-departmental lawn bowls competition, recently started between the Police, Revenue, P.W.D., Prisons and Education Departments, having proved very popular, it is now suggested that the idea should be developed to embrace other forms of sport.

One member proposes that when the bowls competition has been concluded other competitions for the winter months, such as tennis tournament and a Marathon race should be inaugurated, these competitions to take place on Sunday afternoons, as is the case with lawn bowls.

No date has yet been fixed for the lawn bowls match between the P.W.D. and the Prisons Department, which was cancelled on Monday afternoon, on account of the rain, but it is probable that it will be played next Sunday.

GOLF.

ROYAL HONGKONG GOLF CLUB.

Bogey Competition at Fanling, July 31st to August 2nd.
N. L. Smith, 1 down wins.

MEDAL COMPETITION AT
SHEK O.

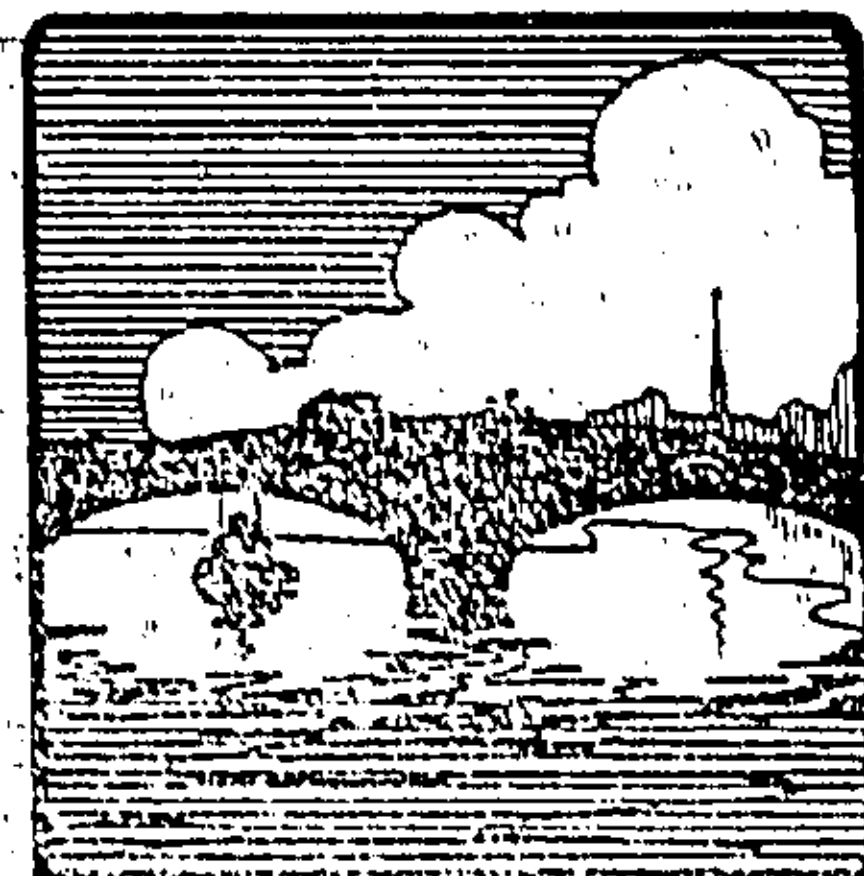
In the nine-hole medal competition organised by the Shek O Country Club for the August Bank Holiday week-end, the best ladies' round was returned by Mrs. Cassidy, while the Hon. Secretary, Mr. F. S. Harrison, proved successful in the Men's Competition. He had an excellent round of 37 as follows:—
4 4 4 3 4 4 5 4.

The leading scores were:—

Ladies.
Mrs. M. J. Cassidy 37—4=45
Mrs. F. S. Harrison 38—5=47
Mrs. W. E. L. Shenton 34—7=41
Men.
Mr. F. S. Harrison 37—3=34
Mr. W. E. L. Shenton 41—6=36
Mr. E. Davidson 38—3=36
Mr. D. G. Bruce 42—4=29
Mr. F. S. Cassidy 48—7=41
Mr. G. E. Towns 47—5=42

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PER BOTTLE—\$ 1.20

PER DOZEN—13.00

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PER BOTTLE—\$ 1.40

PER DOZEN—15.00

Give us a Trial.

MAGASIN GENERAL.

SHIPS IN HARBOUR.

YESTERDAY'S IMPOSING SIGHT.

The harbour presented an imposing sight yesterday at mid-day with more than the usual number of ships in harbour.

The number of ocean going vessels in port at 9 a.m. was 47, with British vessels numbering about half.

Among the vessels to be seen at the buoys or Kowloon Wharves were:—
The N.Y.K. *Tenyo Maru* (8,277 tons) from San Francisco at her buoy. Close to her the Blue Funnel *Tyndareus* from Kobe, and also at a buoy in mid-stream the R.M.S. *Empress of Australia* (referred to elsewhere). This liner is 12,292 tons. Near the "Star" ferry route, at a buoy, was the French mail liner *Paul Lucet* (7,548 tons), on her way to Europe from Japan and Shanghai. Two of the Java-China-Japan Line fleet were also in port, these being the *Tjientak* from the Dutch East Indies, and the *Tjikini*, while also of the same line was the coaster *Van Cloon*. Another Blue Funnel ship was the *Zion* (8,520 tons) from Home via Singapore was at Holt's Wharf, while along the Kowloon Godown Co.'s wharves were the P. & O. *Nagpure* from Bombay via Singapore; *Danmark*, East Asiatic Company, after refloating off the sunbank on which she went aground on Monday morning; the East and Australia Line *Tanda* and the Indo-China Co.'s *Fook Sang*.

THE "WEST FARALON."

GOES AGROUND AT YOKOHAMA.

FORE PEAK AND HOLD STOVE IN.

With her fore peak and No. 1 hold stove in, the Struthers and Barry freighter *West Faralon* was floated at 8 p.m. last Wednesday, after being aground for three days at the entrance to Yokohama harbour, says the *Manila Bulletin*. The ship, one of the best freighters on the Pacific, was en route to Manila from Los Angeles and San Francisco and was due at Manila on August 14th from Saigon.

The big freighter, which is 12,000 tons dead weight, grounded on Sunday evening through causes not yet reported, though it is thought probable that the soundings were defective.

The *West Kader*, a smaller freighter due in Manila from Portland on August 13th, went to her assistance and with the help of three tugs finally succeeded in floating the ship after part of the cargo had been transferred to lighter. The tugs towed the disabled freighter to Yokohama for repairs.

The *West Faralon* was built in Los Angeles in 1921. She has two decks, is equipped for oil fuel and has 422 horse power.

HONGKONG'S PUBLIC BATHS.

THEIR POPULARITY.

The appended table shows the number of men, women and children who used the bath houses during 1925:

M. n. Women Children:

Wanchai, Cross Lane, Bath House	123,482	26,449	31,574
Second Street, Bath House	18,869	14,111	18,403
Pakhoi Street, Bath House	7,728	5,043	7,429
Pound Lane, Bath House	125,271	36,265	9,911

The above figures must be regarded as approximate only.

The Cross Lane Bath House was reopened after reconstruction on April 10th, 1925.

The new Bath House in Second Street was opened on November 18th, 1925.

The new Bath House in Pakhoi Street, Yau-mat, was opened on September 1st, 1925.

MARINE COURT.

SEVERAL CASES OF HARBOUR
RULE INFRINGEMENTS.

At the Marine Court yesterday, Lieut. Commander G. F. Hole, R.N., disposed of several cases.

A boatman of a passenger boat was charged with mooring his boat at a distance of less than 100 yards from low water mark between the hours of 9 p.m. and 5 a.m. on the 1st inst. He pleaded not guilty.

A Chinese constable said that while patrolling Connaught Road West, he saw two women passengers disembark from the boat near the Aberdeen Wharf. Witness told the defendant he must push off at once. Returning half an hour later, witness saw the defendant's boat still there. On defendant seeing witness he started to go off.

The defendant said that he was preparing to push off, after landing his passengers, when the constable arrived. He only remained long enough to land the passengers, but the constable took him to the police station.

One of the passengers on the boat said she and her companion had landed from the constable arrived. The constable then took the defendant to the police station.

In discharging the defendant, His Worship remarked that further enquiries should have been made before the case was brought to Court.

Inspector Bond of the Water Police replied that it was not his case, but belonged to No. 7 Station.

OTHER CASES.

For failing effectively to shade their bright lights while fishing off Lai Chi Kok, two fishermen were each fined \$10, with the alternative of ten days' hard labour in default.

For using bright lights on their fishing boats in a prohibited area, namely Lyemun Pass, two masters of fishing craft were similarly fined.

The master and mistress of fishing boats were each fined \$5, or five days' hard labour in default, for dragging without permits in the harbour.

TRAFFIC SUMMONSES.

TAXI-DRIVERS FINED.

EUROPEANS' NARROW ESCAPE.

Before Major C. Willson, at the Central Magistracy yesterday, Mr. D. Clow, Chief Inspector of the Tramway Company, gave evidence in a charge against a taxi-driver of passing a stationary tram-car. Witness said that he and two European ladies who were alighting from the tram had narrow escapes.

Defendant was fined \$20.
Two other taxicab drivers were each fined \$25 for dangerous driving. One was stated to have been travelling at the rate of 24 miles an hour.

Sir Charles N. E. Eliot, K.C.M.G., who was first Principal of the University of Hongkong and afterwards British Ambassador to Japan, from which post he recently retired, received the Degree of Doctor of Letters at the coming of age celebration of the University of Sheffield on July 1st. At the same time Princess Mary had the degree of Doctor of Laws conferred on her, and degrees were conferred on other eminent persons, Sir Austen Chamberlain and the Earl of Derby being made Doctors of Law. It may be recalled that Sir Charles Eliot was Vice-Chancellor of Sheffield University from 1905 until he received his Hongkong appointment.

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"GRIPPA"

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"SINCERE"

"PAL PORTABLE"

"DELCELTO"

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It will also satisfy your musical taste and be a pride and a delight to you

CALL AND SELECT YOUR FAVOURITE FROM
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MOUTRIE PIANOS.

LEAST COST!!!

MOST SERVICE!!!

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Chater Road.

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AUGUST SALE

COMMENCES ON

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ALL DEPARTMENTS INCLUDED

\$500,000 Worth of Stock at SALE PRICES.

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THE SALE of all SALES

Reductions: 15 Per cent. to 50 Per cent.

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HONGKONG.

NEW ADVERTISEMENTS.

WAR DEPARTMENT CONTRACTS.

SEALED TENDERS will be received at the Office of the O.C. R.A.S.C. HEADQUARTERS, OFFICES, Victoria Barracks, Hongkong, until 11 o'clock noon on the DATES stated, for the unconditioned Services for a Period of SIX MONTHS from the 1st OCTOBER, 1926:-

Fuel—18th August, 1926.
Indian Supplies—21st August, 1926.
General Supplies—23rd August, 1926.
Meat, Fresh or Frozen, and live goats—25th August, 1926.
Forage—25th August, 1926.
Hospital Supplies—27th August, 1926.

Tender Forms and necessary Information may be obtained at the above Office between the Hours of 10 a.m. and 1 p.m. Daily, except Sundays.

FRANCIS GLASS, Deceased.

PERSONS having Claims against the Estate of the above named Deceased late of THE HONGKONG ELECTRIC CO., LTD. who died on the 31st day of July, 1926, are requested to forward the same as soon as possible to the Underigned.

JOHNSON, STOKES & MASTER.
3846] Prince's Building.

PROVINCE OF MACAO.

EXCHEQUER DEPARTMENT.

NOTICE.

IT IS HEREBY NOTIFIED that on the 24th day of the Month of AUGUST NEXT at 11 o'clock in the TREASURY OFFICE, Tenders by Auction for the privilege of Raising the Lottery "CHIM-PU PIU" in the Territory of This Province, will be accepted for the Period of 4 Years commencing from the 1st day of the Month of JANUARY, 1927, and Expiring on the 31st day of the Month of DECEMBER, 1930.

The Up-set Price of Bidding shall not be less than \$10,000 (Ten thousand Dollars) and a Bargin Money of 10 per cent, say, \$4,700 (Forty-seven hundred and Seven hundred Dollars) will have to be Deposited as a Guarantee to carry out the Tender.

Further Conditions may be obtained at the PORTUGUESE CONSULATE in Hongkong and CANTON.

PLINIO TINOCO.

The Director of the Finance Department, Finance Department of the Province of Macao, 29th June, 1926.

THE MACAO PUBLIC WORKS DEPARTMENT.

NOTICE.

NOTICE IS HEREBY GIVEN to the Public in General that AN AUCTION will be held at the Office of THE MACAO PUBLIC WORKS DEPARTMENT on the 23rd day of AUGUST, 1926, at Noon-Time, for the Sale, by Vendee, of the following Materials, existing at the Coluna de S. Miguel, where they may be examined during Every Working Day from 10 a.m. to 5 p.m.:-

Two Locomotives "TENDERS" for Rails of 144m. With
Nine Wagons for Transportation Services.
2552 Metres of Iron Rails with an Approximate Weight of 30 Kilogrammes per Metre.

All the above-mentioned Locomotives, Wagons and Railings shall be divided into Two Lots, as hereto indicated, and the Basic Bidding for Each Lot has been fixed at \$4,598.80:-

Lot No. 1.—Locomotive No. 286; Wagons Nos. 1, 2, 3, 4 and 5; 1,276m. of Rails.
Lot No. 2.—Locomotive No. 509; Wagons Nos. 6, 7, 8, 9; 1,276m. of Rails.

Every Person desirous of participating in This Auction are kindly Requested to Call at the Office of the said Department where the General Conditions of the Sale can be found, during any Working Days from 10 a.m. to 4 p.m.

EUGENIO SANCHES DA GAMA,
The Director of Public Works.

Macao, 25th June, 1926. [3349]

HONGKONG VOLUNTEER DEFENCE CORPS.

PROMENADE CONCERT

ON VOLUNTEER PARADE GROUND.

At 9.15 P.M. ON
FRIDAY, 6th AUGUST, 1926, -

BY THE
BAND OF THE EAST SURREY REGIMENT.

Tickets of Admission: \$1.00 are obtainable at ANDERSON MUSIC Co., and VOLUNTEER HEADQUARTERS. [3828]

FOR TENANCY—CONDUIT ROAD, SEVEN ROOMS, Drawing, Dining and Card-room, Four Bathrooms, Tennis Court, Use of Flower and Vegetable Garden and Garage—\$400—Unfurnished; \$450—Furnished plus Taxes. Flats Wanted, HONGKONG SMALL INVESTORS SHARE & REAL ESTATE CO. Tel. C. 4630. [100]

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, July to December 1925.

With Index Price—\$7.50.

On sale at the Hongkong Daily Press Office.

INTIMATIONS.

HONGKONG AUTOMOBILE ASSOCIATION.

MR. P. M. HODGSON, having Resigned the Honorary Secretaryship of this Association, all Communications and Letters in future should be Addressed to the Underigned, who has been appointed Honorary Secretary of the Association.

G. E. S. UPSDELL,
Hon. Secretary,
c/o Hongkong Telegraph. [3831]
Hongkong, 29th July, 1926.

HONGKONG TRAMWAYS, LIMITED.

AN INTERIM DIVIDEND of 50 Cents Per Share has been Declared Payable on THURSDAY, 26th AUGUST NEXT, on and after which Date Dividend Warrants may be obtained upon Application at the Registered Office of the Company, CANAL ROAD EAST, Bowington Hongkong.

NOTICE IS HEREBY GIVEN that the REGISTER OF MEMBERS of the Company will be CLOSED from FRIDAY, 13th AUGUST, to THURSDAY, 26th AUGUST, 1926, both days inclusive.

By Order of the Board,
W. F. SIMMONS,
Secretary. [3819]
26th July, 1926.

BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION

THE VALUABLE LEASEHOLD PROPERTY

Situate at SHAMSHUI in the Colony of Hongkong and registered at the Land Office as NEW KOWLOON INLAND LOT No. 949, Together with Three Buildings thereon in course of construction at CHEUNG SHA WAN ROAD.

Annual Crown Rent: \$32.00.
Area: 3,240 square feet or thereabouts.

By
MR. E. V. M. R. DE SOUSA, Auctioneer,
AT
THE CHINA AUCTION ROOMS,
4, DUNDRELL STREET, HONGKONG,
ON
WEDNESDAY, THE 11th DAY OF AUGUST,
1926, at 3 o'clock P.M.

For Further Particulars and Conditions of Sale, Apply to—

MESSRS. GEO. K. HALL BRUTON & CO.,
Mortgagees' Solicitors,
St. George's Building, Chater Road,
OR TO
MR. E. V. M. R. DE SOUSA,
Auctioneer,
No. 4, DUNDRELL STREET,
Dated the 15th day of July, 1926. [3822]

FOR RENT—16, ASHLEY ROAD, KOWLOON, Central, near Star Theatre. Six Rooms, Verandah, Two Open Air Roofs, Small Yard; Immediate Tenancy. HONGKONG SMALL INVESTORS SHARE & REAL ESTATE CO. Tel. 4630. [133]

MESSRS. KOMOR & KOMOR.

ART & CURIO EXPERTS.

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CHATER ROAD, 2ND FLOOR—LIFT—

All are Cordially Invited to View our FINE COLLECTION. [113]

FOR TENANCY—"ANCHORAGE,"

No. 8, MAGAZINE GAP ROAD—\$275, Furnished. HOUSE NEAR GLENVIEW HOTEL, Nine Rooms—\$400. "DERBYINGTON," Nine Rooms, Two Tennis Courts—\$450 plus Taxes. Ground Floor FLATS, CAMERON ROAD, near KINGSLEY—\$115. Houses & Flats also Required. HONGKONG SMALL INVESTORS SHARE & REAL ESTATE CO. Tel. 4630. [101]

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A. S. WATSON & Co., Ltd.
3845]

TO LET.

GROUND FLOOR OFFICES near Kowloon Ferry.

Apply to—
Box No. 2913,
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Early, Refreshing, Four Rooms, Servants' Quarters, Modern Bathrooms, Hot Water Pipes, Flush System, Gas, Electric Light, Occasional Use of Tennis Court, Ground Floor—\$140. Other Floors—\$200. HONGKONG SMALL INVESTORS SHARE & REAL ESTATE CO. Tel. C. 4630. [99]

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TRADE REPORT.

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Highland Distilleries are in a

position second to none to supply

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in their own Excise Bonded

Warehouse, and has been special-

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The Daily Press.

HONGKONG, AUGUST 4TH, 1926.

WHAT THE BRITISH LABOUR PARTY NEEDS.

We believe that a study of contemporary political events in England must convince any competent observer that what the Labour Party needs more than anything else is men possessed of strength of character. In the Labour movement there are many persons with intelligence above the average; but intellect without character is an imperfect equipment for the leadership of men. It is his sterling character which has placed Mr. Baldwin in the position he occupies in the estimation of his countrymen. His honesty of purpose and absence of self-seeking, while it inspires the enthusiastic devotion of his friends, compels the grudging admiration of his opponents. There is no figure in the Labour world which can by any stretch of language be compared with the Prime Minister, whose word is respected because everyone knows that his professions and conduct are governed by sound principles. It might have been supposed that after the lessons they learned from the ignominious failure of the General Strike the leaders of the Trade Unions would have striven to readjust their mental bearings. Their attitude towards the life of the time, one might have thought, would have undergone some definite change. But so far as we can see this is not the case. After a period of comparative silence they are beginning again to re-assert themselves by means of the familiar shifts and dodges which are part of the stock-in-trade of the demagogue. Mr. A. J. Cook, the Secretary of the Miners'

Federation, is a good example of the type of agitator who has learned nothing and forgotten nothing. Mr. Donist, the President of the National Union of Railwaymen, is another person cast in the same mould.

It is instructive to observe at the present time these so-called leaders, the Cooks and Dobbies and stores of others, are busily engaged in trying to throw dust in the eyes of the working-classes. Those on the spot, and especially those behind the scenes in Labour politics, are amused at the effrontery which makes such attempts possible. The public at large are not gulled or deceived for a moment. The fomenters of trouble have been found out. They have been tried in the balance and found wanting. The rank and file of the Trade Unions who were duped into participation in the General Strike have the best reasons for knowing how false were the promises of their leaders. Thousands of them, are working on short time as a result of the colossal blunder committed at the beginning of May; and thousands more are out of a job with no prospect of employment in the near future. All these men are under no illusion. The miners know, also, in their hearts, that they have been betrayed. But despite all this we have the loud-voiced authors of the mischief seeking to distract attention from their own failure by the simple process of slandering other sections of the community—chiefly, of course, the capitalist class, as they designate all employers in the jargon of the Labour platform. Included in the capitalists are the owners of newspapers who are seemingly regarded with special hatred.

It may be that because the newspapers are able to show up in their true colours the alleged leaders of organised Labour that the Press is singled out for special attack. Anyway, the trend in Labour circles is decidedly hostile to the organs of opinion. We all know that one of the very first things the Trades Union Congress did at the beginning of the General Strike was to try to shut down all the newspapers. This was a gross tactical error which the T.U.C. recognised almost immediately, for the strikers were deprived of both propaganda and publicity. They had cut off their nose to spite their face. It might be supposed that such a stupid mistake would not be repeated, but at the Conference of the National Union of Railwaymen at Weymouth on July 5th this blunder was repeated in an aggravated form. The Conference decided that only representatives of trade union papers should be eligible to report the proceedings. Immediately, one of the reporters of a London paper, on behalf of his fellow-journalists, asked to be allowed to make a statement, but his request was refused. Thereupon the whole of the Pressmen who were present, to the number of forty, rose up and left the conference. The representative of the *Daily Herald*, the one and only Labour daily in Great Britain, went out with his colleagues.

We refer to this incident as an illustration of the peculiar mentality of large numbers of Trade Union leaders. To hold a public conference and then carefully contrive that it shall have no publicity is to plumb the lowest depths of absurdity. What can be expected of people who are capable of exhibiting themselves in such a ridiculous light? Of the folly of such obscurantism it is needless to write. If what is called by these N.U.R. delegates the "capitalistic Press" was read only by capitalists the Conference would be silly, but otherwise it would not much matter one way or the other. But the great bulk of the supporters of the popular newspapers are members of the working-class, and therefore the attempt at selective publicity merely prevented those whom the N.U.R. wished to reach from reading what they had to say.

Enough is known of the presidential address to learn that it was a scurrilous attack on the Prime Minister, who was described by Mr. Donist as a "dangerous hypocrite." He also denounced the railway companies for their attitude after the General Strike—an attitude described by Labour leaders as magnanimous—as being animated by "arrogance and domination." He labelled the voluntary workers who kept going essential public services as "scabs." But although he exhausted all the vocabulary of abuse, and tried to incite his hearers to fresh excesses, there was not one word of apology to the unfortunate men who were misled by the T.U.C. Anybody and everybody is to blame except Mr. Donist and his friends. This sort of thing in a presidential address to the delegates of one of the largest Trade Unions in the country makes one almost despair of the Labour party; and it gives point to the opinion expressed at the beginning of this article, that what the Labour Party wants more than anything else is men of character.

The Grupo Dramatico de Amadores, are staging "Utopia" at the Club Lusitano this evening at 9.15.

Sir Claud and Lady Severn were among those received by the Prince of Wales at the annual reception of the Royal Colonial Institute on June 30th.

Mr. and Mrs. E. F. Mackay, who left Shanghai last year for England, have moved to Avalon, Kingswood Warren, Tadworth, Surrey.

Passengers arriving here by the s.s. *Tanda* from Australia included Mr. J. A. Thompson, Miss A. G. Jacobs, Miss R. Henne, Mrs. Diedrickson and Mr. T. Habaeff.

The late Mr. Robert Hay Berry Mitchell, formerly of the Whampoa Dock Company, Kowloon, who died in England on December 26th, 1925, left estate locally to the value of \$1,500.

Commander Francisco de Pinedo, the Italian aviator, who made a flight from Rome to Manila and back last year, will begin his proposed flight around the world this month. He hopes to visit Hongkong.

Capt. R. C. Lewis, lately in command of the Chinese steamer *Derwent*, and formerly in command of the two well-known coasters *Pheumpeh* and *Haidis*, has left for Home, where he hopes to regain his health.

The engagement is announced in London between Cyril Robert William, only son of Mr. and Mrs. William Thomson, of Shanghai, and Louise Mary, only daughter of Mr. and Mrs. George H. Phillips, of Holmshurst, Silverlane, Purley, formerly of Shanghai.

Dame Edith Blake, of Myrtle Grove, Youghal, Cork, who died on April 18th, widow of Sir Henry Arthur Blake, G.C.M.G., a former Governor of Hongkong, and sister of the Duchess of St. Albans, left unsettled personal estate in England of the gross value of £17,351, with net personality £13,495.

During the 24 hours ended July 30th one "imported Chinese case of cholera was reported. There were four Chinese cases of enteric fever and one Chinese case of paratyphoid fever. There were two cases of enteric fever (both Chinese) recorded in the return of notifiable diseases during the three days ended August 2nd.

The case, in which five Chinese are charged with holding up three Chinese girls near the railway bridge at Hung-hom, and stealing a pair of bangles from one, was further adjourned at the Kowloon Magistracy yesterday. The first prisoner, who is also charged with receiving stolen property, was defended by Mr. W. B. Hind.

The sale of two Marine lots, situated on Lots Nos. 55 and 56, together with No. 459, Des Vaux Road, Central, which were to have been sold by Mr. E. V. M. R. de Sousa at the China Auction Rooms on Monday afternoon, will now be sold this afternoon at three o'clock. The property, which is being sold by order of the mortgagee, has an annual Crown rental of \$22.60, and the area is 1,250 square feet.

At a Royal Colonial Institute reception, held at the Natural History Museum, South Kensington, on June 30th, His Royal Highness the Prince of Wales presented the Institute Gold Medal for the best book relating to the Empire published in recent years to Sir Frederick Lugard, in recognition of his work on "The Dual Mandate in British Tropical Africa." A company of several thousand persons were present, drawn from every part of the Empire. The Prince said Sir Frederick Lugard was a very well known overseas. He has not only written a very fine book, but he has been a very fine Governor and a very fine soldier in the great Colonial service. Sir Frederick Lugard, in reply, said he had no words to express his gratitude for the honour he had received. He could only say "Thank you" to the Prince of Wales and the Royal Colonial Institute.

LOCAL WILL.

THE LATE MR. T. S. FORREST'S ESTATE.

The late Mr. Thomas Shaw Forrest, formerly of Messrs. Jardine, Matheson & Co., who died at St. Andrew's, Fife, Scotland, on November 10th, 1925, left estate in Hongkong to the value of \$44,700.

Letters of administration have been revealed here, and granted to Mr. W. E. L. Shenton, the lawfully appointed attorney.

The late Mr. Forrest's estate in Scotland and England amounted to £83,538.

PROPERTY SALE.

At the Auctioneering and Brokering Company's Sales Rooms, Duddell Street, yesterday afternoon, Mr. L. E. S. Hodge disposed of a leasehold property situate on Section B of Marine Lot No. 178, Section A of Marine Lot No. 117, and Sub-section 1 of Section B of Marine Lot No. 177, and formerly known as the "Kung Wo" Hotel, and numbered 461, 463, 465, 467A and 469A, Queen's Road, West.

The property, which was described in three sections, was sold by order of the mortgagee. The three sections of the property were disposed of in one lot, and the first section consisted of a total area of 9,223 square feet, with an annual Crown rental of \$90; the second section of an area of 293 square feet, with an annual Crown rental of \$2.10; and the third section of a total area of 793 square feet, and an annual Crown rental of \$0.85.

The upset price was \$90,000, and with an advance of one bid of \$500, Mr. Tam Wing became the purchaser.

POSTPONED.

There was to have been a sale of leasehold properties, situate at Nos. 155 and 157, Queen's Road, West, with respective areas of 750 square feet and 744 square feet, and respective annual Crown rentals of \$20.95 and \$20.79, at the auction rooms of Mr. A. G. da Rocha, D'Aguilar Street, yesterday afternoon, but the sale was postponed, no date for a fresh auction being fixed.

DEATHS FROM MALARIA.

FIGURES FOR PAST TWELVE YEARS.

KOWLOON'S RECORD.

The following table from the report of the Medical Officer of Health shows for twelve successive years the deaths in the Colony from malaria fever expressed as a percentage of the total deaths registered each year and the incidence of such deaths per thousand of the population:

Year.	Total deaths from malaria.	Deaths from malaria per cent. of total.	Deaths from malaria per 1,000 of population.
1914	241	2.51	0.58
1915	238	4.14	0.78
1916	237	3.19	0.78
1917	411	2.93	0.92
1918	388	2.93	0.83
1919	314	2.69	0.62
1920	332	2.67	0.59
1921	332	3.79	0.55
1922	454	3.11	0.78
1923	874	4.33	1.14
1924	707	4.54	0.98
1925	702	4.63	0.89

This table suggests that malaria fever has increased its incidence during recent years.

The increase is probably due mostly to a very considerable increase in the prevalence of this disease in Kowloon which is strongly suggested by the table, given below, showing the deaths from malaria in Kowloon:

MALARIAL DEATHS IN KOWLOON.

Year.	Total deaths from malaria.	Deaths from malaria per cent. of total.	Deaths from malaria per 1,000 of population.
1914	61	2.6	0.87
1915	63	3.8	0.90
1916	63	2.5	1.25
1917	93	3.5	1.25
1918	101	3.6	1.18
1919	84	2.8	0.80
1920	86	2.9	0.71
1921	204	4.9	1.53
1922	324	7.1	2.31
1923	295	7.6	2.16
1924	387	7.7	1.83

During recent years in Kowloon, says the Medical Officer's report, there has been a great increase in building and houses have been built in areas which were before given over to cultivation. Owing to the very large amount of engineering work required for the training of nullahs and the abolition of mosquito-breeding places such preventive measures have not kept pace with the extension of the urban area.

SEVERE EARTHQUAKE
AT TOKYO.POPULATION ALARMED: BUT
LITTLE DAMAGE DONE.

[THROUGH REUTER'S AGENCY.]

Tokyo, August 3rd.

An unusually severe earthquake at 6.30 to-night frightened Tokyo, people running out of buildings.

Reports from various points show that a large area was affected. The railway bridge, being constructed at a Tokyo suburb, was damaged; landslides are reported at Yokosuka and telephonic communication is upset temporarily.

[THROUGH REUTER'S AGENCY.]

BRITAIN AND CHINA.

STATEMENT IN THE HOUSE OF
COMMONS.

LONDON, August 2nd.

In the House of Commons, replying to a question suggesting Britain's acting in the Far East independently or in co-operation with the Great Powers concerned only, Sir Austen Chamberlain said that while he recognised the difficulty which might sometimes arise of securing unanimity among the Powers having Treaty relations with China, there were obvious objections to his Majesty's Government taking any step which might impair the solidarity of the Diplomatic Body in Peking of which would be regarded as contrary to the Washington Treaties.

CONCESSIONS IN ABYSSINIA.

BRITISH AND ITALIAN NOTES.

DEBATE IN THE HOUSE OF
COMMONS.

LONDON, August 2nd.

The Opposition in the House of Commons raised a debate in regard to the Notes recently exchanged between the British and Italian Governments affecting Abyssinia, which evoked a protest from Rastafari, the Regent of Abyssinia to the League of Nations that Abyssinia had not been consulted and was unable to accept the agreement embodied in these Notes.

The British and Italian arrangement concerned the British utilisation of the waters of Lake Tsana in Abyssinia for Soudan irrigation and the building of a motor road to the Sudan, as against which Great Britain would not oppose the construction of Italian railways linking the Italian Colonies of Eritrea and Somaliland through West Abyssinia.

Captain W. Wedgwood Benn (Liberal, Leith) and Mr. A. Ponsonby (Labourite, Brighton) in the House of Commons stated that they objected to this form of diplomacy.

Sir Austen Chamberlain, in replying, said that the British and Italian Notes did not pretend to bind either Abyssinia or any other Government. The Notes implied no attack on Abyssinian independence or the exercise of coercion or pressure on Abyssinia. The latter had a perfect right to grant any concessions she desired or not. He recalled that the construction of a barrage at Tsana was contemplated by the Emperor Menelik in 1902. These views were elaborated in the British Note sent to the League in reply to Rastafari's protest.

FRENCH POLITICS.

M. POINCARE'S SCHEME
APPROVED.

PARIS, August 2nd.

The Cabinet has approved of M. Poincare's sinking fund scheme, and also the project for the commercialisation of the tobacco monopoly.

LATER.

The Senate Finance Committee has adopted all articles of the Government's financial proposals.

THE FRANC.

The franc on London improved to 185.

FRANC'S LATEST QUOTATION.

LONDON, August 3rd.

The franc opened to-day at 181.50.

BRITISH COAL MINES.

THOUSANDS AT WORK.

[BRITISH WIRELESS SERVICE.]

RUGBY, August 2nd.

Questioned in the House of Commons as to the number of wage-earners at work in the coal mines, exclusive of safety men, Colonel Lane Fox, Secretary of Mines, said that on July 24th there were 89,370 wage-earners employed, of whom 66,300 were employed in mines not producing coal for colliery consumption only.

U.S. INDUSTRIAL RELATION-
SHIPS.BRITISH COMMISSION TO
INVESTIGATE.

RUGBY, August 2nd.

Accompanied by Government experts, a small Commission of employers and workers' representatives is to be sent to the United States to study industrial relationships there. The idea is believed to have originated with Sir Arthur Steel Maitland, Minister of Labour, and it has since received Cabinet approval.

The appointments to the Commission will probably be made before the House of Commons rises for the recess in the middle of this week, and its members will leave for America in September.

MUNITIONS FOR TURKEY.

STATEMENT BY THE BRITISH
FOREIGN MINISTER.

RUGBY, August 2nd.

A question was asked in the House of Commons as to whether the Government, directly or through any Agents, has been in negotiation during the present year for the sale of munitions of war or armaments to the Turkish Government or its Agents.

Sir Austen Chamberlain, the Foreign Secretary, replied that no negotiations whatever had taken place by the Government or through any Agents during the present year for the sale of munitions of war or armaments to the Turkish Government or its Agents. The only indirect overture he could trace consisted of an inquiry by private firms, but, so far as he was aware, nothing had materialised and no negotiations were now in progress.

Replying to further questions, Sir Austen said there was nothing in international obligations or in our relations with the Turkish Government that should cause us to prevent British firms from supplying that Government with armaments if they desired. There must be permission from the British Government for the export of arms, but that permission ought not to be capriciously withheld. Sir Austen Chamberlain added: "We have just completed negotiations and placed our relationships with Turkey on a satisfactory basis, and these, I trust, we shall maintain."

AUGUST BANK HOLIDAY.

RECORD RAILWAY BOOKINGS AT
AT HOME.

RUGBY, August 2nd.

Favoured by brilliant weather, there has been an exodus of holiday makers from London this week-end. To-day is "August Bank Holiday" and at the same time the beginning of August is a most popular date for the annual summer holidays.

Despite the continuance of the coal stoppage, the railways have been able to meet every requirement of the holiday-makers. By to-night it is stated that 30,000 locomotives will have been used in Great Britain during the week-end. This, says a railway official, is a record, and it has been done on foreign coal.

New records are also being established in the air. Both the number of aeroplanes flying to France and the number of air travellers have been greater than ever before. Over 400 passengers left Croydon for Paris on Saturday in 25 machines.

The sea traffic to the continent has also been heavy. About 10,000 passengers from Folkestone to Boulogne.

"SUZANNE" NOW A
PROFESSIONAL.SIGNS A CONTRACT FOR \$100,000
GOLD.

[THROUGH REUTER'S AGENCY.]

PARIS, August 2nd.

It is officially announced that Middle Suzanne Lenglen has signed a contract to become a professional, and will play exhibition matches both indoors and outdoors in the United States, Canada, Cuba and Mexico for four months beginning, October 10th.

THE CONTRACT.

LATER.

It is now added that Middle Lenglen has received \$100,000 under her contract.

FAMOUS SOUTH AFRICAN
STATESMAN.DEATH OF THE RIGHT HON.
J. X. MERRIMAN.

CAPETOWN, August 2nd.

The death is announced of the Right Hon. John Xavier Merriman, P.C., member of the Legislative Assembly of the Union of South Africa, since 1910.

[Deceased was born at Street, Somersetshire, in 1841, the son of Bishop N. J. Merriman, of Grahamstown. He was educated at Rondebosch Diocesan College and at Radley, near Oxford. In 1868 he was taken to South Africa and entered political life there in 1869. He served in various Ministries and was Prime Minister and Treasurer in 1903-10. He was also a member of the Cape Jameson Raid Committee, and drew up the report of this body.]

[REUTER'S AMERICAN SERVICE.]

MEXICO'S RELIGIOUS
CONTROVERSY.

MORE TROUBLE IN MEXICO CITY.

MEXICO CITY, August 2nd.

A policeman was killed last night by a stone, thrown by a woman among the crowd around a church, and another policeman was wounded by a woman, who subsequently died. The crowd later collided with troops, who fired a volley wounding nine.

Crowds thronging the churches at Pachuca for the closing services yesterday were so dense that six women and six children were suffocated.

Fifty thousand people joined a procession in Mexico City to-day in support of the Government's policy. The usual Sunday bull fight was crowded and everything fairly quiet, but there is a general undercurrent of excitement.

U.S. PROPERTY.

LATER.

A protest on behalf of a church owned by the United States has been made by the American Consul General to the State Department at Washington against the Mexican Government's taking over of the Episcopal Church at San Jose de Gracia, the deeds of which are held by the Episcopal headquarters in New York City.

The Mexican authorities say the property was taken over because the Rector failed to register or give the required information under the new regulations.

NEGOTIATIONS PENDING.

MEXICO CITY, August 3rd.

President Calles has rejected the proposal of the Episcopate for a truce, but it is learned that steps are being taken, which, it is expected, will result in informal personal negotiations between the Attorney-General and a high dignitary of the church, whereby a settlement may be reached.

WOOD ALCOHOL.

THE RECENT DEATH ROLL.

NEW YORK, August 2nd.

The chief chemist of the New York Bureau of Internal Revenue, commenting on recent fatalities in Western New York and Ontario from the drinking of alcohol, states that there have been about 700 deaths in New York City alone during the past year from poison liquor.

When Prohibition started, almost all the samples submitted for analysis were straight whisky, whilst lately, as the supply of whisky diminished, more samples were of redistilled and denatured alcohol, but only during recent months had the samples contained much wood alcohol. Stills made in Buffalo and sold for legitimate purposes had been used by rum-runners to remove the poisonous compounds from their alcohol, but redistilling did not remove wood alcohol.

AUSTRALIANS AT SWANSEA.

THE MATCH WITH GLAMORGAN.

[THROUGH REUTER'S AGENCY.]

(Overnight score: Australia: 983; W. H. Ponsford 143 not out. Glamorgan: 85 for three wickets.)

SWANSEA, August 2nd.

The wicket was showing signs of wear when Glamorgan continued their innings to-day before a crowd of some twenty-two thousand in glorious weather. Glamorgan were all out for 130.

The remaining seven wickets fell for the addition of only 54 runs, Mailey and Grimmett taking full toll of a bad wicket. M. J. Turnbull was top scorer with 42. Mailey took five wickets for 40 runs, while Grimmett took four for 56.

The Australians hit up 300 for five wickets (W. M. Woodfull, 48 not out) and declared.

Glamorgan had scored 50 runs for four wickets when stumps were drawn.

LONDON, August 3rd.

At Swansea, in fine weather, the Australians won by 224. Glamorgan made 130. Walters 42 unfinished; Grimmett 4 wickets for 45; Mailey 4 for 43.

COUNTY CRICKET.

SUSSEX VERSUS MIDDLESEX.

LONDON, August 3rd.

Sussex v. Middlesex at Brighton. Middlesex compiled 433 for 7 and declared. Dales and Bruce had 61 and 64, respectively. Hendren scored 77 and Entoven 100 unfinished.

Sussex scored 259. Duleep Singh made 132. Haig had 7 wickets for 54, followed with 218. Bowley and Tate had 50 and 55, respectively. Durston 5 wickets for 68.

SIBERIAN PEASANTS.

A PRIMITIVE LIFE.

MARRIAGE BY CAPTURE NOT
EXTINCT.

The Siberian woman, says a correspondent of the *Daily Telegraph*, is of different fibre from her Russian sister. She is a colonist, more prosaic, perhaps, and more practical, less romantic and less inclined to make a hobby of her emotions and brood over her sufferings. That may be noticed even in the towns, such as Omsk, Tobolsk, or Irkutsk, but the peasant women in the remoter forests are genuine colonists' wives, fit mothers of a strapping race.

In theory, woman is there still man's inferior. Marriage by capture is not yet extinct in Siberia, and in some secluded regions it is still customary for a young man to buy his bride from her father, the price varying with the wealth of the parties. As a rule a good healthy lass may be bought for about three or four guineas in cash, with the addition of some practical commodity such as a pair of boots, a rug, or a blanket.

A STALWART RACE.

There are a stalwart race of women; the girls are buxom and well grown, tall, with the fair complexion of the north, and always a pleasant smile. They can stir the heavy dough with a great wooden spade by the hour, and, if need be, when the men are away, harness the horses and drive a sleigh all night in an Arctic frost. Unlike their sisters in the towns, they care little or nothing for politics, as all their energies are concentrated upon the immediate problems of life, their homes, farms, and families. They lend a strong and willing hand to help their fathers, husbands, and brothers in the fields, for hired labour scarcely exists in this broad land of pioneers.

Though goitre occurs on the great waterways of Siberia and cretins and hydrocephalous children are far from rare, the race is stalwart and healthy, as it needs must be, for the weaklings quickly die off in that rigorous climate; distances are vast and doctors very few and far between. But those that live are splendid specimens and attain a great age; in every house there seems to be a crone of 80 or 90, who does her little bit of housework, lighting the stove, or cleaning up, enjoying her pungent home-grown tobacco in a home-made pipe.

They seldom leave their village, and few know what a town looks like, for travel is slow and costly. The farmers are almost self-supporting; they build their own houses of the logs they fell in the forest alongside, and mostly make their own furniture. In every house there is a spinning-wheel, at which in the long winter nights the women will sit and spin the wool from their flocks; or they will sew together the skins of their fluffy dogs to make warm coats of piebald pattern, or brew harp ale, or make cheeses or bake the bread, for there are no shops when you are 1,000 miles from the railway.

FAR EASTERN CABLE
NEWS.

[THROUGH REUTER'S AGENCY.]

THE PAN-ASIATIC CONGRESS.

CHINESE DELEGATES CENSURED.

SHANGHAI CHINESE OPPOSITION.

SHANGHAI, August 3rd.

The Merchants' and Labourers' Associations and other local Chinese organisations are holding meetings strongly opposing the Pan-Asiatic Conference, in which they accuse Japan of attempting to engineer to further her own ends.

Speakers at these meetings declare that Japan should show her sincerity by abandoning her alleged aggressive policy toward China, and not by calling meetings.

CHINESE "INSISTENCE."

TOKYO, August 3rd.

Though the vernacular papers give prominence to the proceedings of the Pan-Asiatic Congress, editorial comment so far is confined to this morning's *Miyako*, which censures the Chinese delegates for their continued insistence of the abrogation of the 21 demands, and advocates that Japan would be well advised to co-operate with Great Britain and America than foster an anti-Western Pan-Asianism.

Hitherto the proceedings have been confined mainly to a Sino-Japan debate, the other delegates virtually not participating.

CONGRESS CLOSES.

LATER.

The three-day session of the Pan-Asiatic Congress closed this morning, after electing two Japanese, two Chinese, two Indian and one Filipino directors of the new Asiatic League.

It was decided that the next Congress should be held at Peking.

Chinese delegates again insisted upon the abrogation of the Sino-Japanese unequal treaties, this being regarded as essential for better relations.

The Chinese delegate, Kwang Kung Su, startled the conference by proposing that the Pan-Asiatic League assist India and the Philippines to regain independence, especially India "as it is the White races base in Orient; consequently if independence were regained Western influence in Asia would automatically be wiped out."

The Japanese delegate decried discussion of the proposal publicly, as he feared the police would break up the meeting if anything injurious to Anglo-Japanese and Japán-American friendly relations were debated.

Consequently, it was decided to discuss the matter secretly later.

JAPANESE COAL MINERS ON
STRIKE.

DEMAND A MINIMUM WAGE.

TOKYO, August 2nd.

Thirteen hundred miners' workers at the Takatori coal mine, Kyushu, went on strike yesterday. Their many demands include a minimum wage of two yen per day.

Trouble is feared, and a hundred police, together with a detachment of gendarmes, have been despatched to the scene.

"POST MORTEM" FINGER
PRINTS.EXPERIENCE IN STRAITS
SETTLEMENTS.

There has been some discussion in the correspondence columns of *The Times* as to the value of post-mortem finger prints. Captain A. R. Chancellor, late Inspector-General of Police of the Straits Settlements, writing from New Lodge Clinic, Windsor Forest, Berks, seems to clinch the matter with the following:—For the past ten years at least it has been customary in the Straits Settlements and Federated Malay States to take the finger impressions of all unidentified dead bodies discovered (quite a large number in a country where the floating alien population is so considerable). This leads to the annual identification of considerable numbers of these bodies as those of criminals, seldom less than four or five, and often many more.

DEATH OF MRS. FRANCES
DARBISHIRE.

TRAGIC CIRCUMSTANCES.

WIDOW OF WELL-KNOWN
SINGAPORE MERCHANT.

The death has taken place in tragic circumstances of Mrs. Frances Darbishire, of Bradford-on-Avon (Wilts), widow of the late Mr. C. W. Darbishire, former M.P. for the Division. Mrs. Darbishire was found on July 4th unconscious in an open rowing-boat off Bournemouth pier, and died after she had been taken to hospital. She had been staying at the Regina Court Hotel, East Cliff, Bournemouth. She hired a boat, took fishing tackle with her, and went out alone, declining the offer of the owner of the boat to go with her. She was seen by a man looking through field-glasses to fall backwards in the boat, and was unconscious when a party of men and women cruising in a motor-boat reached her. She had in her hand the metal cup of a flask, and round her mouth were traces of some white substance.

Mrs. Darbishire was married in 1905, says the *China Express & Telegraph*, and soon afterwards went out to Singapore with her husband, who was Eastern manager of the firm of East-India merchants with which he was connected. In 1919 he returned to England and was elected Liberal M.P. for Westbury (Wilts), but lost his seat at the last General Election. Following this defeat, he went last year with his wife on a visit to Singapore. A steamer in which they were sailing to Siam struck a reef, and the passengers were compelled to stay on the wreck for ten days. As a consequence of his exposure Mr. Darbishire was taken ill and died in hospital at Singapore in June, 1925. His widow was overwhelmed with grief, and when she returned lay in a prostrate condition in a London nursing home for some time. Latterly she lived in retirement with her sister at Bradford-on-Avon, refusing an invitation from the Liberals of the Division, who held her in the highest regard, to fight the Division in the place of her husband. Mrs. Darbishire was daughter of a former Sheriff of Fort William, Inverness-shire. A woman of attractive personality, and an able speaker on political subjects, she had a great share in her husband's election victories in 1922 and 1923. On the day of the tragedy a garden party of Bradford Liberals was held at Elms Cross. Mrs. Darbishire had engaged apartments for a return visit to Bournemouth in August. She leaves one child, a boy. News of her death has been received with great grief throughout West Wilts, where liberal women idolised her.

LORD WILLINGTON'S ARRIVAL
IN LONDON.

CONFLICTING OPINIONS.

THE GREAT FOREIGN INSTITU-
TIONS IN CHINA.

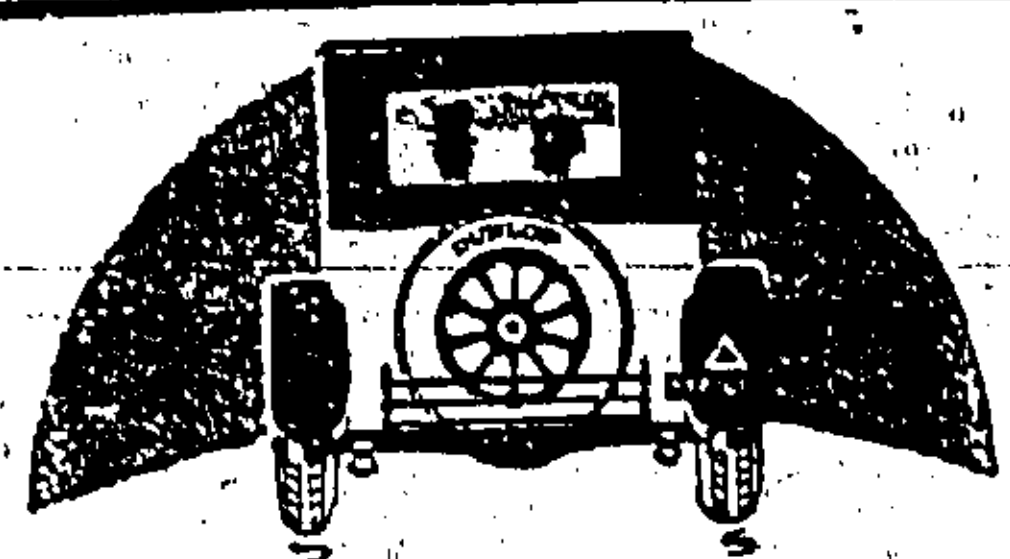
Referring to Lord Willington's return to London on July 4th, the *China Express & Telegraph* says there is still much mystery as to what is to be done regarding the Boxer Indemnity.

It will be recalled that at a gathering in Peking last month, just before he left, Lord Willington said that the one thing continually rubbed into him before he left England was, "For goodness sake, stick to education and don't do anything else." But when he went to China there was barely one person who had not said: "Don't do anything to increase the number of wild young men students who are creating all the trouble at the present time." We shall see when the report comes out by which point of view he has been chiefly influenced.

While in China Lord Willington was greatly impressed by the great foreign institutions—schools and colleges, hospitals and industrial developments. These he described as living evidences of the very real interest taken in China as a country, and he believed that they were appreciated by the Chinese. Another extraordinary circumstance was that, notwithstanding economic and financial chaos, wonderfully good work is being done by the Chinese themselves. In this connection he instanced the South-Eastern Agricultural College at Nanking. No doubt much has already been achieved under foreign impetus for the uplift of China, but a great deal more remains to be done, and with the return of goodwill and co-operation it can be done. As Lord Willington truly declares, China presents "the most tremendous opportunity that should produce the most tremendous results."

ENGLISH GANDER AND CHINESE
GOOSE.

Mr. N. W. Hill, The White Hall, Montague Street, W.C., in a letter to *The Times*, quotes an instance of a cross between an English gander and a Chinese goose. He says: "Some 40 years ago on my father's ship arriving from Hong-kong he gave my aunt in Yorkshire two Chinese geese which had survived the use of the cabin table. These she added to her poultry yard. Some years later she pointed out to me a well-grown goose like its English companions, except that it was fawn-coloured and did not possess the ball above the beak of its more diminutive mother; so that in this case the British characteristics predominated to the exclusion of the Chinese."



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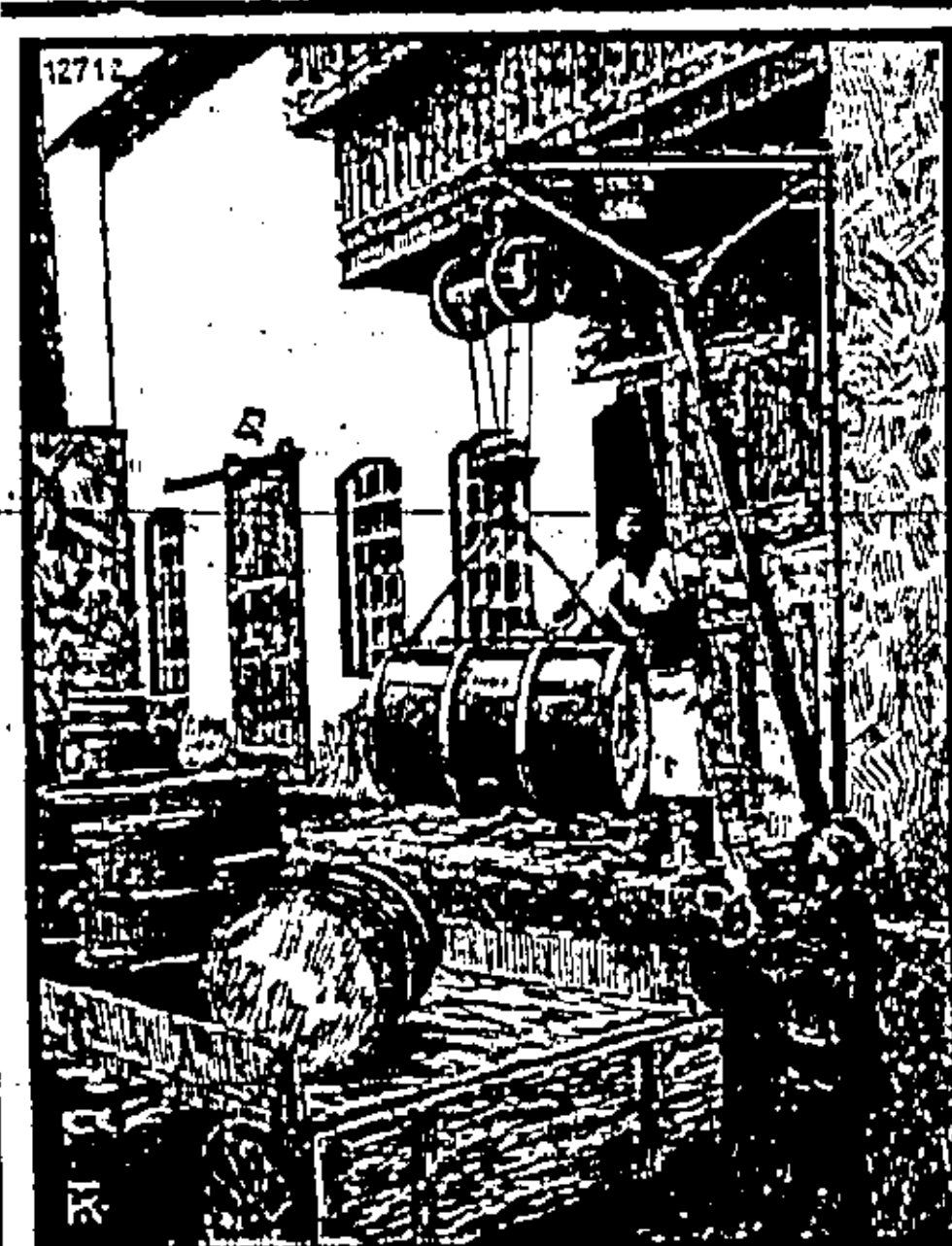
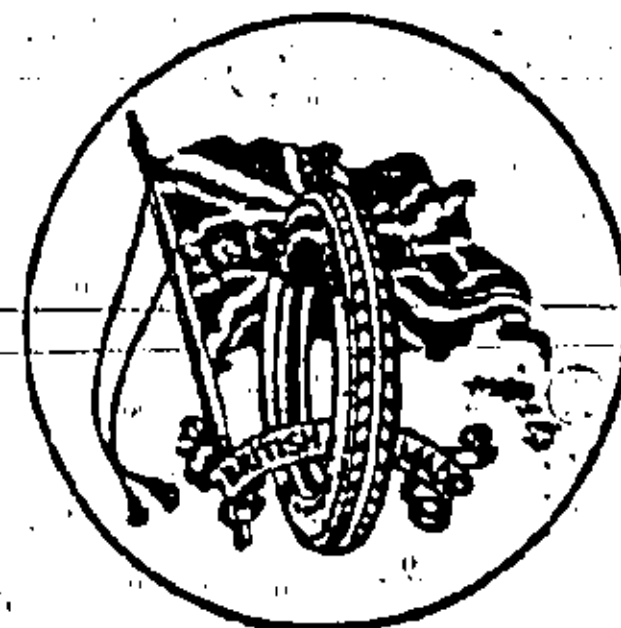
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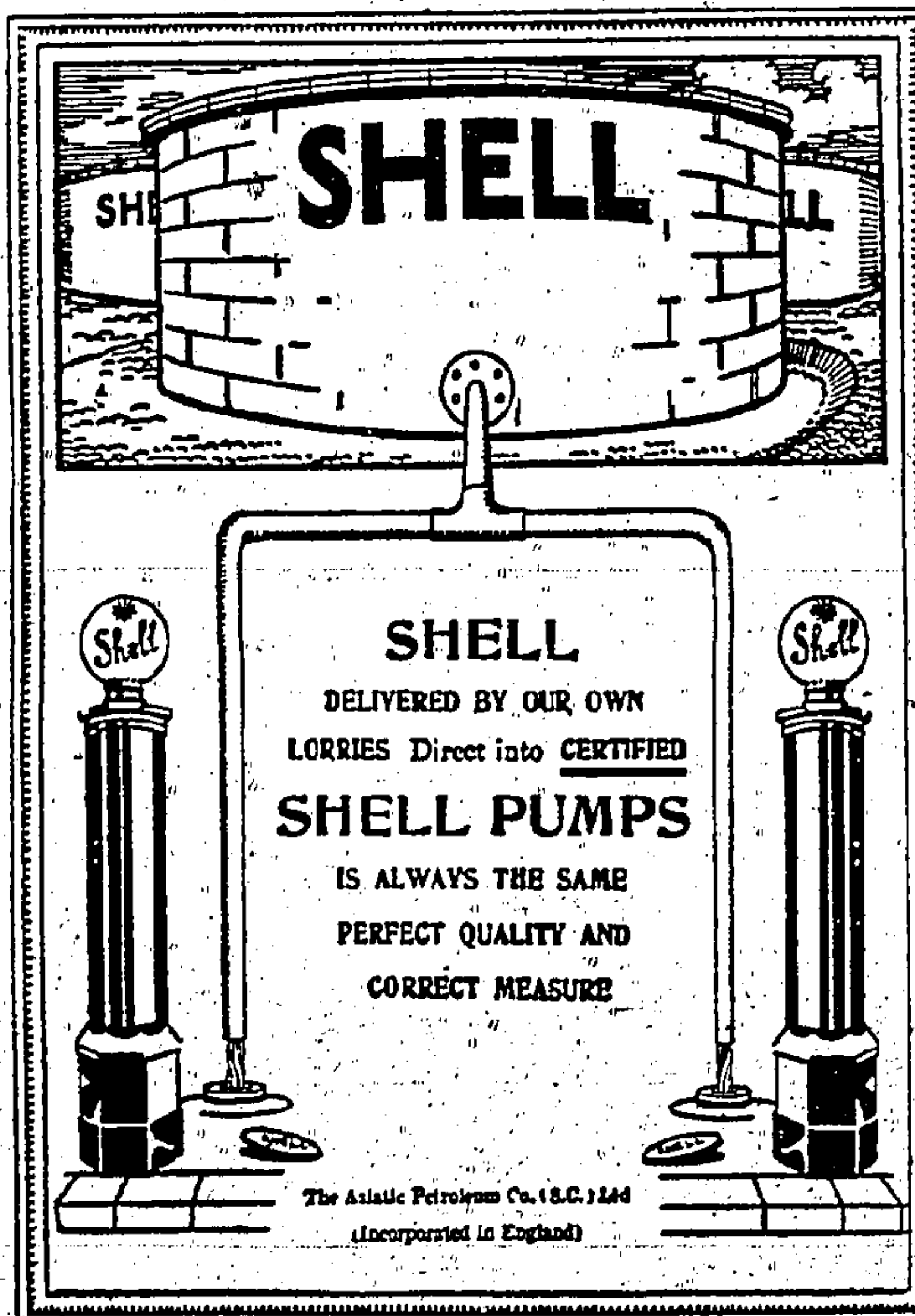
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AND
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Motoring Notes:

A Weekly

Review dealing with matters of interest to all local motorists.—Hire and Time Payment Problems—Insurance.

[BY AN OWNER-DRIVER.]

A GOOD ADVERTISEMENT.

It costs about ten dollars a day to hire a car in this Colony if you are prepared to drive it yourself.

The various garages will no doubt make private arrangements with anyone who gives them the order to "repaint the body work or overhaul the working mechanism of a car. But it comes to about \$10 a day in the end.

It usually takes about a month thoroughly to do up an automobile. The very particular owner, who takes a great pride in the appearance and smooth running of his car, may care to have a thorough overhaul once a year. In which case he is without his car for about a month.

On the other hand there are car-owners who take such very good care of the body-work and yet are not anxious to have it always just spick and span; they will let the car go for two or three or even four years before it is repainted.

Small adjustments may take two or three days. We are now so dependent on cars that some of us cannot be without one for a day. In which case we are glad enough to hire.

If the car is being repaired at one local garage they will let you have a five-seater for \$8.15 a day but you must find your own petrol and oil.

For a whole month the figure is about \$200 without oil or petrol.

Unless the car is being used for business purposes it would probably pay to hire whenever the car is needed, rather than take it on by the month.

Special rates would probably be quoted for daily trips to Repulse Bay for bathing or to Deep Water Bay for golf.

RATE CUTTING.

It is said that very few of the garages that let out cars on hire by the hour make any profit. We must remember that the wear and tear is considerable.

It is astounding that some of the hired cars can manage to carry the crowd of passengers that are often to be seen packed in them. Do they pay extra?

But there has never, it seems, been a case of a frame of a local car giving out because of the great load. That speaks volumes for the materials used nowadays.

The depreciation of the mechanism must, however, be considerable with such loads. With an extra heavy load an engine becomes overheated and the transmission gear must be overstrained.

It would be of interest to know what is the average life of a public vehicle that is owned by Chinese. Supervision with regard to using proper oil and grease, etc., seems to be essential. It is, however, unfortunately, a fact that very few Chinese appreciate the great need for careful supervision.

One of the many improvements introduced by the local traffic authorities has been the definite labelling of public vehicles. Before that innovation there were "pirates" on the road. Touts stood near the General Post Office and offered cars for hire. On more than one occasion the writer has been practically sure that it was a private car that was offered.

A humble suggestion is made that, from time to time, the traffic authorities should stop the "public vehicles" (preferably when they are not carrying passengers) and make sure that the drivers are licensed.

INSURANCE PROBLEMS.

It is almost incredible that anyone should drive a motor vehicle without being covered by insurance.

The great risk is the "third party" trouble. There are some people who are expensive luxuries for the motorist who has the misfortune to injure them.

No one wishes any harm to the deservedly popular senior members of the local "cadet" service. On the other hand any motorist may be unlucky enough to get mixed up in an accident that might cost such a valuable life.

If the emoluments earned by the unfortunate individual fatally injured are \$1,500 a month, then the motorist might be called upon to pay a sum as compensation to the relatives that would use up all of his hard-earned savings and still be not enough to meet the claim.

It is not the careful driver that always escapes. It is the other fellow that causes the trouble but it is not always easy to prove that he was at fault.

A GOOD ADVERTISEMENT.

The insurance companies, as with other people in business, are not working entirely for philanthropic reasons. They have to do the best they can for the shareholders. They usually behave very generously towards their clients. It pays in the end. It is a good advertisement.

One of the local insurance companies fails to remind clients that if they are members of the local A.A., they are entitled to a reduction in the annual premium. It would pay them in the end to attach a printed slip to that effect on the renewal notices. People like to feel that they are being treated with consideration even in business affairs.

Perhaps the Secretary of the A.A. will be able to persuade the insurance companies to do this in future.

The usual practice, when premiums are being calculated, is to take into account not only the value of the car but also the horse-power. Thus the man who is content to drive a car with a small horse-power rating scores.

TOURING ON LEAVE.

It is now becoming a common practice for those who go "home" on leave to purchase a car with the object of seeing the scenery of the old country.

There is no better way of spending a holiday. In order to be as care-free as possible it is well to pay a nominal fee (it is about two guineas) to the A.A. in England. They will provide you with full details about any tour you may fancy. You also have all of the advantages of the A.A. road service and hotel privileges.

The two most popular tours are (a) through the West of England and (b) through North Wales.

Starting from London the journey to the West of England should include the lanes of Sussex, with a halt at Retworth, so that you may see the lovely Leconfield Park. Then on to Winchester, where the Cathedral and the School are of great interest.

After that you have the new Forest, unspeakably English and glorious in the autumn. Take the road along the Southern coast and see the picturesque Devonshire villages. If you play golf you will find some delightful courses.

Near the golf course at Budleigh Salterton you will see a house labelled "Maskee." You may be tempted to enquire who lives there. It is someone from Shanghai. Old Hongkong residents may, however, be met in Devon.

It almost hurts one to think of the delightful days spent in a car during a lovely summer in England. Cornwall and North Devon are so different to Hongkong; there is no wrangling with servants who do not, or will not, understand.

The roads are good. You can easily make 120 miles a day. On some days we did 150 miles.

Make up a party of four and if you can all take a turn at the wheel so much the better. If not, make sure that at least two of you can drive.

Don't hurry. Don't have a time programme. Just go on or stay as you fancy this or that place. You will find some comfortable resting place before nightfall. "Oh! to be in England now" with a smoothly running car. Perhaps next year or the year after, as the French say "To live is to hope."

HIRE-PURCHASE FINANCE.

In all branches of trade the hire-purchase system becomes more and more popular. It has come to stay.

It has, in America and Europe, grown to be a big factor in the motor-car industry. But it does not appear to have been adopted in Hongkong.

In England the Motor Traders' Association has investigated the matter. They have made certain suggestions about deferred payments which show that the purchaser pays more in the end if he fails to pay cash down for his car.

There is an establishment charge of £5 which must be added to the cost of the car. Then the three items that must be taken into account are (1) fixed charges; (2) risk of loss, and (3) interest on money lent.

The fixed charges are fairly constant in all transactions. They consist of stationery, enquiry fee, agreement stamp, office work, postages, etc. It is of interest to note that the less risk is higher on a low-priced car than on a high-priced one.

CHINA, AUTOMOBILES AND INVENTIONS.

A correspondent writes to enquire who "invented" the motor-car? It is impossible to give any one name. Great inventions are practically never the work of any one man. The modern automobile is a combination of numerous inventions. It represents the triumphs of many inventors.

Any statement of the names of those who have "made" the petrol driven vehicle would have to include a score or more of experimenters who produced ideas for the perfection and creation of the gas engine. Then came the idea of using liquid petrol instead of coal gas. Daimler and Benz in Germany; De Dion and Bouton in France; Gibbon and Lanchester in England; Olds, Ford and the Dodge brothers in the U.S.A. and a score of others in Europe and America could be mentioned. It is noticeable, however, that however long we make the list of names there is no representative of Asia in the list.

"MENTAL ABILITY."

There are, it is suggested, two main factors in the making of inventions.

They are (1) the distribution of "mental ability" in the population and (2) "the existing status of culture."

Men, unlike the lower animals, are as Count Korzbski has called them, "time-binders" as well as "space-binders." Their achievements and behaviour at any one time are influenced by the accomplishments of men who have gone before them.

CUMULATIVE EFFORTS.

The success of the automobile is due to the cumulative efforts of many men in Europe and North America. Olds' cars and Ford's cars, built between the years 1893-1899, moved along the roads, but it is no insult to those men to say that the cars of that period had less resemblance to the Rolls-Royce of to-day than the cave-man had to the modern politician of France, Britain or the U.S.A.

It is related that Charles King, pedalling a bicycle, followed Ford's car and picked up the bolts and other parts which fell off during the trial trip.

A BROKEN AXLE.

As evidence of the luck of inventors the following story is told of Olds. He gave a demonstration in order to obtain funds to build another car. This early model snapped its axle shaft. Fortunately, this happened just before the car reached a slight down grade. The car was run to the gradient on its own momentum. It coasted down to Olds' shop door. There the prospective customer alighted, ignorant of the fracture of the axle. He completed the bargain by signing the necessary papers, being quite satisfied with the demonstration.

It was Olds' who entered the field of quantity production in 1900, but others made many of the parts of the motor-cars that he produced. In common with all of the early makers he used a hot tube to ignite the charge in the cylinder. Then an executioner at Sing Sing prison devised a mechanism which embodied the spark-gap principle. He wrote about it to Olds and the modern electric sparking plug is the result.

The infamous "red flag" act, which limited the speed of all motor-vehicles in England to four miles an hour and made it compulsory that a man with a red flag should walk in front of such vehicles, was repealed in 1897.

It is an interesting speculation to estimate the delay in the evolution of the motor-vehicle because of that ridiculous legislation.

CAPABLE PEOPLE.

There are, to-day, in Europe and North America, a far greater proportion of the adult population who are possessed of mathematical, scientific and engineering knowledge than was the case fifty years ago.

It is not argued that the number of capable persons in proportion to population is greater to-day than in Hellenic times. It is, however, a fact that we are more capable in certain directions. That is also the case when we compare the present intellectual activities of people in Western Europe, North America and Asia.

We, of this generation, are perhaps less able to do other things—such as writing plays—than were the ancient Greeks. Anglo-Saxons, French and Germans may be less capable than Orientals in matters connected with literary criticism and that "mysticism" which does not appeal to "practical" minds.

One suspects that intellectual arrogance influences the outlook of these Oriental scholars. They despise anything that savours of what they call "materialism." Yet modern civilisation employs many thousands times as much art as ancient society employed, and it continues to employ more and more.

So long as human beings have habits there will always be a certain amount of inertia in adopting new methods. It is the inertia of the East that keeps back the tide of mechanical progress in China.

It is, however, only a question of time. There will be roads stretching many thousands of miles across Asia before the end of this century. A generation will be living in Hongkong who will motor "home" and see all of the wonders of the romantic scenery of the countries that lie between Kowloon and Calais.

Journalists of the future will pity this generation in Hongkong whose motoring activities are confined to the island and New Territories. At times we grow impatient that there is so much delay.

INSURE

YOUR

MOTOR CAR

WITH

GILMANS.

THE

"OCEAN" COMPREHENSIVE POLICY

[F.A.]

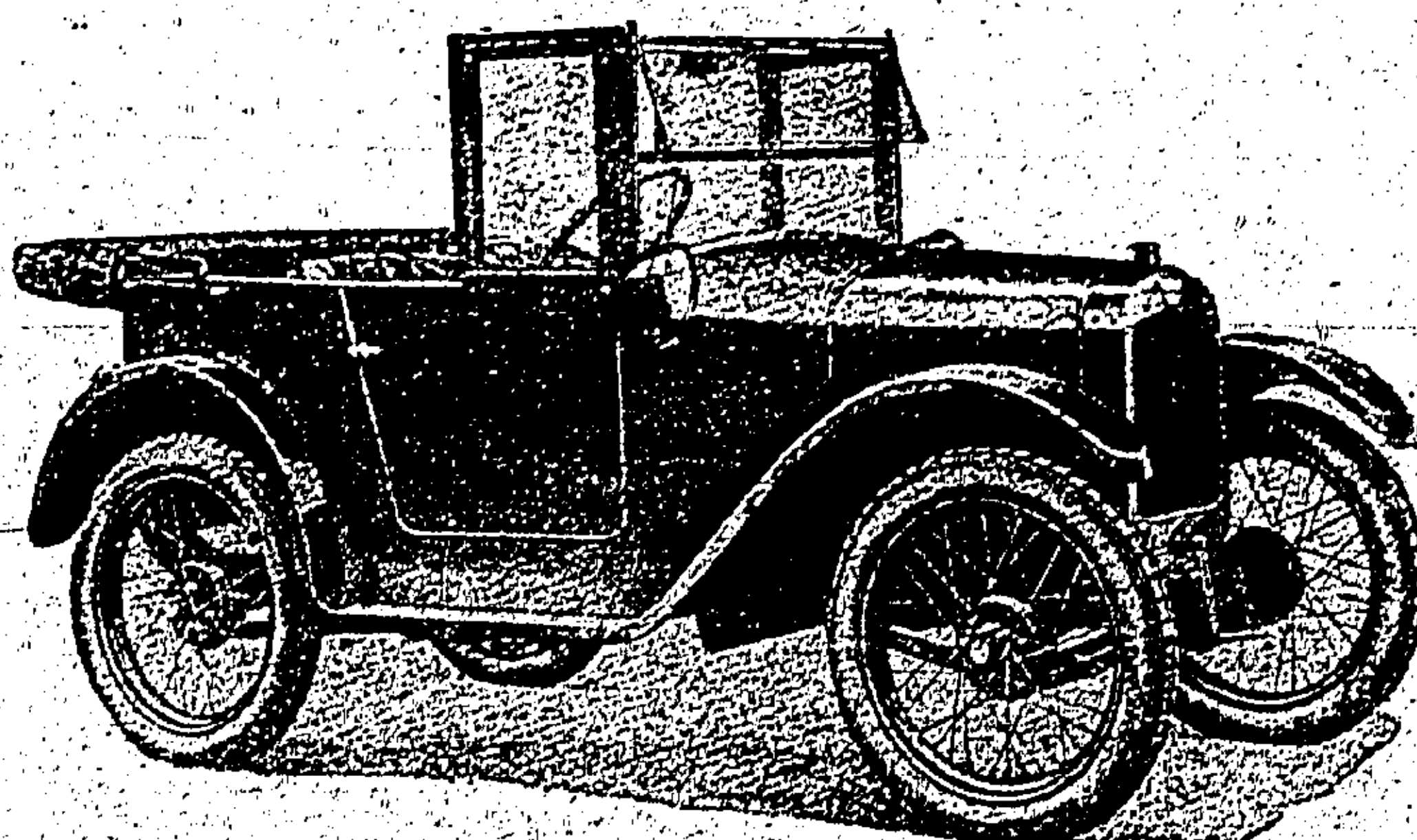
CARS SINGER CARS
10/26 H.P.

BRITISH THROUGHOUT.

AGENTS:—

GILMAN & Co., Ltd.
4a, Des Vœux Road.

"BUSINESS and PLEASURE."



AUSTIN SEVEN

When the day is finished in the City, the car will be ready for that delightful run in the Cool of the evening.

Easy to garage—its requirements for space are as modest as its price.

ALEX. ROSS & CO. (CHINA), LTD.

Bank of China Building, 4, Queen's Road Central.
(Tel. C. 27. Machinery Office: Tel. C. 2437.)

CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION
CO., LTD.
FROM UNITED KINGDOM VIA
SINGAPORE.

CONSIGNEES per Company's Steamers
"IXION"
are hereby notified that the Cargo will be dis-
charged into the Godowns, where they will be
examined on any Tuesday and Friday between
the hours of 10.45 a.m. and Noon within the
Free Storage period.
Optional Cargo will not be landed here,
unless Notice has been given prior to the
Steamer's arrival, but carried on from port to
port to the final port of call to which the
option extends.

All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on any Tuesday and Friday between
the hours of 10.45 a.m. and Noon within the
Free Storage period.
No Claims will be admitted after the Goods
have left the Steamer's Godown, and all Goods
remaining undelivered after the 8th August
will be subject to Rent.

All Claims against the Steamer must be
presented to the Underwriter on or before the
23rd August, or they will not be recognized.
No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 3rd August, 1926. [3844]

NOTICE TO CONSIGNEES.

PENINSULAR & ORIENTAL STEAM
NAVIGATION CO.'S STEAMER
"NAGPORE."

ARRIVED HONGKONG ON 3rd AUGUST, 1926.

FROM BOMBAY, COLOMBO AND
STRAITS.

CONSIGNEES of Cargo by the above-
named Vessel are hereby informed that their
Goods are being landed and placed at their
risk in the Hongkong and Kowloon Wharf and
Godown Company's Godowns at Kowloon,
where each Consignment will be sorted out
Mark by Mark and Delivery can be obtained as
the Goods are landed.

This vessel brings on Cargo from Persian
Gulf by B.S.N. and B. & P.S.N. Co.'s
Steamers.

Optional Goods will be landed here unless
Instructions have been given to the contrary
8 hours before arrival of the Steamer.

Goods not cleared within 8 days, including
date of arrival will be subject to Rent.

No Fire Insurance will be effected by us in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees,
and the Company's surveyors Messrs. GODDARD
& DOUGLAS at 10 a.m. on Mondays
and Thursdays, within the Free Storage period.

All Claims against the Steamer must be
presented to the Underwriter on or before
23rd August, 1926, or they will not be
recognized.

No Claims will be admitted after the Goods
have left the Godown.

MACKINNON, MACKENZIE & Co.,
Agents.

Hongkong, 3rd August, 1926. [3843]

"GLEN LINE LIMITED."

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM VIA PORTS.

THE Motor Vessel

"GLENLEIGH"

having arrived from the above Ports, Con-
signees of Cargo by her are hereby informed that
all Goods are being landed at their risk into
the Godowns of the Hongkong and Kowloon
Wharf and Godown Company, Limited, whence,
and/or from the wharves, Delivery may be
obtained.

Goods not cleared by the 11th August,
1926, at Noon, will be subject to Rent.

All broken, chafed and damaged Packages
are to be left in the Godowns where they will
be examined in the presence of Consignees by
Messrs. Goddard and Douglas on 10th August,
1926, at 10 a.m. Claims against the Steamer
including those for Cargo short delivered must
be presented on the Special Form provided, and
must also be submitted within 30 days of
arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in
any case whatever.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., Ltd.,
Agents.

Hongkong, 4th August, 1926. [3847]

PRINCE LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK

THE Motor Vessel

"JAPANESE PRINCE"

having arrived from the above Port on 25th
July, 1926, Consignees of Cargo are hereby in-
formed that their Goods are being landed at
their risk into the Godowns of the Hong-
kong and Kowloon Wharf and Godown
Company, Limited, Kowloon, and stored at
Consignees' risk and expense.

All broken, chafed and damaged Goods
are to be left in the Godowns, where they
will be examined on Friday, August 6th,
1926, at 10 a.m.

All Claims must be presented within fifteen
days of the vessel's arrival here, after
which date they cannot be recognized.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods
remaining undelivered after the 7th August,
1926, will be subject to Rent.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
FURNES (FAR EAST), LTD.,
King's Building,
Telephone C. 3165.

Hongkong, 30th July, 1926. [3837]

S.S. "CAPITAINE FAURE"

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from DUNKIRK,
ANTWERP, MIDDLESBOROUGH,
LONDON, etc., in connection with
above Steamer are hereby informed that
their Goods will be landed at the
Godowns of the Hongkong and Kow-
loon Wharf and Godown Co., Ltd., Kow-
loon, whence Delivery may be obtained im-
mediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before 4 a.m. To-day, requesting it to be
landed here.

Bills of Lading will be countersigned by the
Underwriter. Goods remaining undelivered after
Friday, the 6th August, 1926, at Noon, will
be subject to Rent and Landing Charges.

All Claims must be presented to the Underwriter
on or before Monday, the 8th August, 1926, or they will
not be recognized.

All damaged Packages will be examined on
Friday, the 6th August, 1926, at 10 a.m., by
Messrs. Goddard & Douglas.

No Fire Insurance has been effected.
J. LIMAGE,
Agent.

Hongkong, 31st July, 1926. [3840]

THE EAST ASIATIC CO. LTD.

COPENHAGEN.

THE Motor Ship

"DANMARK"

having arrived, Consignees of Cargo are
hereby informed that all Goods are being
landed and placed at their risk into the
Godowns of the Hongkong and Kowloon Wharf
& Godown Co., Ltd., where Delivery can be
obtained as soon as the Goods are landed.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods
remaining undelivered after the 8th of
August, 1926, p.m., will be subject to Rent.

All broken, chafed and damaged Goods
are to be left in the Godowns, where they
will be examined by Messrs. Goddard &
Douglas on the 7th of August, 1926, at 10 a.m.

All Claims against the Vessel must be
presented to the Underwriter before the 12th
of August, 1926, or they will not be
recognized.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JOHN MANNERS & CO., LTD.,
Agents.

Hongkong, 1st August, 1926. [3841]



LAVOL

Does your baby suffer the burning itch, the
terrible pain of eczema and other skin troubles?
Here is instant relief. Just a few drops of the
powerful liquid remedy, and the itching is gone—
all itching, all pain, all irritation washed away.
At all good chemists' shops, druggists, etc. Distrib-
utors: Messrs. J. P. & Co., 9 Canton Road, Hongkong.

FINDLATER'S

STAG'S HEAD BRAND

BRITISH

LAGER BEER

VERY LIGHT

\$17.00 PER CASE OF

6 DOZEN PINTS.

Or \$3 per dozen including duty

delivered to your residence.

SOLE AGENTS—

GILMAN & Co., Ltd.,

Hongkong Bank Building.

Tel. C. 290. [133]

MARTIN'S

PILLS

APIOL & STEEL

Sure and certain for all Female

complaints. Every lady should

keep a box in the house.

Chemists and Stores sell

them throughout the world.

Proprietor:

MARTIN, Chemist, Southampton, England.

THE NEW FARMER REMEDY

THERAPION No. 1

THERAPION No. 2

THERAPION No. 3

No. 1 for Rheumatism, No. 2 for Blood & Skin

Diseases, No. 3 for Chronic Weakness, Acute &

Chronic Catarrhs, Pains in Stomach, etc. Dr. L. G. C.

Dr. C. H. HARRISON, M.D., F.R.C.S., London, and

Dr. J. H. HARRISON, M.D., F.R.C.S., London, and

Dr. J. H. HARRISON, M.D., F.R.C.S., London, and

Dr. J. H. HARRISON, M.D., F.R.C.S., London, and

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Dr. J. H. HARRISON, M.D., F.R.C.S., London, and

Dr. J. H. HARRISON, M.D., F.R.C.S., London, and

Dr. J. H. HARRISON, M.D., F.R.C.S., London, and

"EMPRESS OF AUSTRALIA."

FAREWELL TO HONGKONG.

SAILING TO-DAY FOR HOME.

As briefly mentioned in yesterday's

shipping notes the R.M.S. *Empress*

of *Australia* arrived in Hongkong from

Nagasaki on Monday afternoon.

She sails for England this afternoon

via Suez, carrying neither passengers or

cargo, although Mr. R. H. Short, of the

general agent of the C.P.R. in Hongkong,

and Mrs. D. C. Miller, wife of the chief

clerk to the Oriental Manager of the

C.P.R., will travel on the liner to Eng-
land. They will, however, not travel

as passengers, but have nominally

signed on as members of the crew. The

liner by the way will be worked to Eng-
land by only the crew necessary to do so.

The *Empress of Australia* has called

here for oil-re-fuelling and her only other

stops en route to England will be for the

same purpose and to take in water.

According to present plans the liner

is to be placed on the trans-Atlantic run

after being re-engineered and re-fitted, but

this has not been definitely settled, al-
though it is most likely. It is quite pos-
sible that she will re-appear in Hong-
kong in a year or two's time as a round-

the-world Tourist liner.

It had been determined some months

ago that the *Empress of Australia* should

sail to England to be re-engineered by Fairfields

of Glasgow, but the recent engine

troubles experienced have hastened her

departure. It will be remembered that

the liner developed trouble in one of her

turbines after leaving Hongkong on June

11th, temporary repairs being effected at

Wongshing and further repairs at Nagas-
aki. The run to Vancouver was can-
celled, and the liner's passengers were

transferred.

The *Empress of Australia* was built in

Germany for the Hamburg-American

Line and was originally named the

Tyrtis. Owing to the war she was

not completed until 1921 when she was

claimed as reparation tonnage and pur-
chased by the Canadian Pacific Railway.

It was on July 28th, 1922, that she sailed
on her maiden voyage across the Pacific.

NAVAL AND MILITARY

INTELLIGENCE.

Once again the old cruiser *Farmouth*

is being got ready for a trooping trip

to the Far East, says the *China Express*

& *Telegraph*. She will bring out ratings

for the Mediterranean Fleet, East In-
dian Squadron and the China Squadron,

as well as relief crews for the sloops

Forster, *Halibut*, *Bluebell* and *Mag-*

pie, the depot ship (for submarines),

Titanis and *Ambrose*, and the mine-

sweeper *Murao*, which does duty with

the 4th Submarine Flotilla. The *Farm-*

outh is a marvellous old cruiser, and

holds the long-distance steaming record

of the Navy or any other Navy, she hav-
ing got well into her second 100,000 miles

voyaging on trooping trips since the war

closed. She was built in 1912-14 by the

London and Glasgow Shipbuilding Co.,

and was on the China Station, under the

command of Captain Henry L. Cochrane,

when the late war opened. She partici-
pated in the chase of the German

cruiser *Emden* in Chinese and Indian

waters; served in the Mediterranean in

1915, and with the light cruiser squad-
rons of the Grand Fleet the remainder

of the war, and on the African Station,
1919-20. For the last four years she has

been chiefly employed in trooping trips.
The *Farmouth* will leave England in

September next for the trip to the Far
East.

Among the bodies recently discovered

in a sap on Hill 60 were several belong-
ing to the 2nd Battalion East Surrey

Regiment, and Lieut. E. A. S. Cope, 1st

Battalion East Surrey Regiment, passed
the recent examination at the School of

Signals, Catterick, and obtained instruc-
tor's certificates.

The following appointment was made
by the Admiralty on July 3rd:—Lieut.

Commander R. Leeds, to *Hawkins*, addl.
(July 6th), and as Staff Officer (opera-

tions) (from date of joining).

Vice-Admiral Crawford MacLachlan,
C.B., has been placed on the retired list,

at his own request, in order to facilitate
the promotion of junior officers, to date

July 6th. Vice-Admiral MacLachlan first
saw service as a naval cadet of the *Agincourt*

during the Egyptian War of 1882,
and was in China during the Boxer out-
break in 1900. He served on the Admi-
rality Committee on Berthing Accom-
modation of his Majesty's ships at home

ports in 1910. Promoted to flag rank in
1920, he held the post of Rear-Admiral,
Reserve Fleet, Rosyth, until the follow-
ing year, afterwards being appointed

Senior Officer, Yantasee. In the late war,
Admiral MacLachlan was a Grand Fleet
Captain in the *Royal Oak* at the Battle
of Jutland.

VESSELS IN DOCK.

The following vessels are in Dock:—
Taikoo Dock:—*Corbis*, *Anatina*, *Kaying*,
and *Chengtu*.

CARGO ENTERED.

(For the 24 hours ended at 9 a.m.

yesterday).

For Hongkong 4,381 tons.

For ports beyond 6,433 "

Total 10,819 "

(For the previous 24 hours ended at

9 a.m. on Monday).

For Hongkong 11,593 tons.

For ports beyond 58,102 "

Total 69,700 "

Of the cargo for Hongkong, three
British vessels brought 3,538 tons, the
best returns being 1,926 tons and 1,182
tons. Four vessels of other nationalities
only brought 773 tons. As regards
freight for ports beyond, the *Ixion* car-
ried 5,100 tons.

The arrivals for the twenty-four hours
ended at 9 a.m. yesterday were as
under:—

Empress of Australia (British) from
Nagasaki in ballast.

Soochow (British) from Shanghai and
Amoy with 500 tons of general
cargo and mail.

Ixion (British) from Liverpool and
Singapore with 1,926 tons of gen-
eral cargo, mail and 5,100 tons for
ports beyond.

Tanda (British) from Melbourne and
Manila with 1,162 tons of general
cargo, mail and 1,388 tons for ports
beyond.

Tango Maru (Japanese) from San
Francisco and Shanghai with 420
tons of petrol wares, old newspapers,
galvanized wire and general cargo
and mail.

Pou Sang (Chinese) from Kwang Chow
Wan with 350 tons of general
cargo.

Tak Ping (Chinese) from Nam Tau
with two tons of vegetables.

Sui Yik (Chinese) from Sha U Chung
with 20 piculs of general cargo.

Arrivals yesterday, too late for in-
clusion in the above returns, were:—

Ming Sang (British) from Haiphong
with 1,347 tons of general cargo
and mail.

New Mathilde (British) from Hai-
phong with 983 tons of general
cargo.

Taiko Wan Yi (British) from
Samarang with 4,385 tons of gen-
eral cargo.

Nagapore (British) from Bombay and
Singapore with 1,6

SHIPPING NEWS.

ARRIVALS.

August 2nd.
Empress of Australia, British str., 12,292 tons, Capt. A. J. Hailey, R.N.R., from Nagasaki, which port she left on July 20th, lying at buoy No. 44.—C.P.S., Ltd.
Poo Sang, Chinese str., 725 tons, Capt. Chan Kam, from Kwang Chow Wai, with a general cargo, lying at buoy No. 43.—Ton Sing Co.
Southern, British str., 1,594 tons, Capt. Edwin Monkman, from Shanghai and Amoy, with a general cargo, lying at buoy No. 812.—R. & S.
Sue Yik, Chinese str., 175 tons, Capt. Lo Shui, from Sha U Chung, with shuttle, lying at Luen Cheung Wharf.—Fook Hoi Co.
Taiwan Wang, British str., 1,576 tons, Capt. F. A. Lovegrove, from Samarang, which port she left on July 25th, with 1,365 tons of sugar, lying at Quarry Bay.—R. & S.
 August 3rd.
Irion, British str., 6,520 tons, Capt. R. J. Williams, from Liverpool and Singapore. The latter port she left on July 28th, with a general cargo, lying at Holt's Wharf.—B. & S.
Mundro, Norwegian str., 874 tons, Capt. O. M. Johannessen, from Amoy, with sundries, lying at buoy No. 43.—Luen Fat Co.
Nagasaki, British str., 3,226 tons, Capt. N. M. Turner, from Singapore, which port she left on July 25th, with a general cargo, lying at Kowloon Wharf.—Mackinnon, Mackenzie & Co.
Paul Trent, French str., 7,546 tons, Capt. E. Rosier, from Yokohama and Shanghai. The latter port she left on July 31st, with a general cargo, lying at buoy No. 42.—Messageries Maritimes Co.
Tai Hing, Chinese str., 105 tons, Capt. Lo Shan, from Nantau, with a cargo of vegetables, lying at Luen Cheung Wharf.—Fook Hoi Co.
Tijon, Dutch str., 2,857 tons, Capt. J. Adriansen, from Dairen and Amoy, lying at buoy No. 43.—J.C.J.L.
Van Gloom, Dutch str., 2,862 tons, Capt. H. G. Blits, from Amoy, with a general cargo, lying at buoy No. 42.—J.C.J.L.

VESSELS EXPECTED.

Empress of Asia (C.P.S.), due August 10th.
Nanking (Swedish East Asiatic Co., Ltd.), due August 12th.

HAMBURG AMERIKA LINIE

COMBINED FREIGHT AND PASSENGERS SERVICE.
 CABIN CLASS ACCOMMODATION FOR 50 PASSENGERS.
 FARE FROM HONGKONG TO GENOA—£73. 0s. 0d.

SAILINGS FOR SHANGHAI AND JAPAN.

S.S. "OLDENBURG" ... due here on or about 31st August

SAILINGS FOR EUROPE

M.V. "VOGTLAND" ... sailing from here on or about 8th August

For freight, passage and further particulars please apply to

JEBSEN & CO.
 12, PEDDER STREET.
 TEL. C. 2225.

ADMIRAL ORIENTAL LINE

FREIGHT AND PASSENGERS.

THE NEW FAST AMERICAN STEAMERS
 FOR VICTORIA AND SEATTLE
 SHANGHAI-KOBE-YOKOHAMA

"PRESIDENT JACKSON" ... Aug. 8th, 5 p.m.
 "PRESIDENT MCKINLEY" ... Aug. 19th, 6 a.m.

TO EUROPE—£120—£112

First Class on the Pacific. First Class on American or Canadian Railways. First Class and Monoclass on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodation and Booking Arranged.

FOR MANILA

"PRESIDENT MCKINLEY" ... Aug. 12th, 5 p.m.
 "PRESIDENT JEFFERSON" ... Aug. 24th, 5 p.m.

HONGKONG AND SHANGHAI BANK BUILDING.
 Telephone: Central 2477, 2478 & 785.

ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.

AMERICAN & MANCHURIAN LINE.

"CITY OF BARODA"
 (8,670 TONS D.W.)

THE above Steamer having Accommodation for over 100 First Class Passengers will be Despatched via PHILIPPINES, STRAITS, CLOMBO and SUEZ CANAL on 5th NOVEMBER, 1926, for NEW YORK where she is due to arrive on 2nd JANUARY, 1927.

For Freight or Passage Apply to—

THE BANK LINE, LTD.

THE AUSTRAL-CHINA NAVIGATION CO., LTD.

For SYDNEY, MELBOURNE & ADELAIDE via MANILA, ILOILO, RANDAKAN, BALIKPAPAN & RASAU.

S.S. "CALULU" ... Sailing on or about 17th August.

For Freight and Particulars, Apply to—

DDOWELL & CO., LTD.
 Telephone No. CENTRAL 1030.

CLEARANCES.

August 3rd.
Danmark, for Shanghai.
Empress of Australia, for Aden.
Fook Sang, for Amoy.
Irion, for Shanghai.
Mai Sang, for Sandakan.
Nagasaki, for Shanghai.
Paul Trent, for Saigon.
Sung Bo, for Haiphong.
Sue Yik, for Sha U Chung.
Tai Hing, for Hanoi.
Taiwa, for Moji.

PASSENGERS.

ARRIVALS.
 Per the s.s. *Tenyo Maru*, from San Francisco and ports, on August 2nd:—
 Rev. P. Gimenez, Rev. F. Jurdo, Rev. C. Pedrosa, Rev. G. Manoz, Rev. V. Moreno, Rev. S. Martinez, Rev. F. Ortega, Rev. A. Varona, Rev. E. Rataco, Rev. F. Munoz, Rev. V. Cubero, Miss N. Spivey, Mr. F. Hummel, Mr. C. Doty, Mr. T. Dover, Mr. T. D. Bruce, Mr. D. Harry Hall, Mr. H. F. Johnson, Mr. S. Gabriel, Miss P. Alejandrino, Mr. R. Paradies, and Mr. W. E. Paradies.

DEPARTURES.

Per the s.s. *Paul Trent*, for Europe, via ports, on August 3rd:—Rev. Father Gauthier, Mr. Fasciglione, Mr. L. Tommaso, Mr. M. Kayser, Mr. G. A. Turner, Mr. Ross Smith, Mr. E. Bougon, Mr. Murad, Rev. Fa. Degenere, Mrs. L. E. Escot, Miss Escot, Mr. Escot, Dr. E. Eloro, Mr. and Mrs. Scott and child, Rev. Fa. Jurgens, Miss F. Legrande, Mr. F. Boulard, Rev. Bro. S. Merenda, Rev. Bro. C. Latrofe, Mr. J. Treguer, Mr. Moraglia and Mr. Houis.

HONGKONG SHIPPING.

Very little freight was brought to Hongkong during the twenty-four hours ended at 9 a.m. yesterday. There were three fewer arrivals, than on the previous day and cargoes with the exception of those brought by two British vessels were small decreased by over 7,000 tons, compared with the figures for the preceding twenty-four hours; while freight for ports decreased by 21,000 tons.

At 9 a.m. yesterday there were 47 vessels in the harbour, of which 23 were British. During the previous twenty-four hours there were 46 British and three Chinese. The departures over the same period numbered five, viz. one British for Amoy, one Chinese for Sha U Chung, one Japanese for Nagasaki, one American for Manila and one Chinese for Hanoi.

CANADIAN PACIFIC

EMPRESS EXPRESS

QUICKEST TIME ACROSS THE PACIFIC

17 Days from Hongkong to Vancouver.

LARGEST AND FASTEST STEAMSHIPS.

Special FARES to EUROPE

£120 £112 £83

VICTORIA AND VANCOUVER

via SHANGHAI and JAPAN PORTS.

STEAMERS.	H'kong.	Shanghai.	Kobe.	Yokohama.	Vancouver.
EMPRESS OF ASIA	Aug. 19	Aug. 22	Aug. 25	Aug. 28	Sept. 5
EMPRESS OF CANADA	Sept. 3	Sept. 5	Sept. 8	Sept. 11	Sept. 18
EMPRESS OF RUSSIA	Sept. 16	Sept. 19	Sept. 22	Sept. 25	Oct. 2
EMPRESS OF ASIA	Oct. 14	Oct. 17	Oct. 20	Oct. 23	Nov. 1
EMPRESS OF CANADA	Oct. 29	Oct. 31	Nov. 3	Nov. 6	Nov. 13
EMPRESS OF RUSSIA	Nov. 11	Nov. 14	Nov. 17	Nov. 20	Nov. 27

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai).

HONGKONG—MANILA—HONGKONG—SERVICE

Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
Aug. 11	Aug. 13	Aug. 14	Aug. 16
Aug. 25	Aug. 27	Aug. 28	Aug. 30

Passenger Department:
 Freight and Express:

Tel. C. 752.
 Tel. C. 42.

Cables: GACANPAO.
 Cables: NAUTILUS.

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SAILINGS SUBJECT TO ALTERATION.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

TENYO MARU ... Monday, 9th Aug. at Noon
 KOREA MARU ... Tuesday, 24th Aug. at Noon
 SHINYO MARU ... Tuesday, 7th Sept. at Noon

SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles, Mexico and Panama.

GINYO MARU ... Wednesday, 25th Aug. at Noon
 ANYO MARU ... Tuesday, 12th Oct.

MARSEILLES, LONDON & ANTWERP via Singapore & Ports

SUWA MARU ... Saturday, 14th Aug.
 FUSHIMI MARU ... Saturday, 28th Aug.
 HAKOZAKI MARU ... Saturday, 11th Sept.

SYDNEY & MELBOURNE via Manila & Ports.

MISHIMA MARU ... Wednesday, 18th Aug. at 11 a.m.
 TANGO MARU ... Wednesday, 22nd Sept. at 11 a.m.

NEW YORK and/or BOSTON via PANAMA.

CALCUTTA MARU ... Saturday, 7th Aug.
 HAKODATE MARU ... Friday, 20th Aug.

BUENOS AIRES via Singapore, Durban & Cape Town, Delagoa Bay & Algoa Bay.

HAKATA MARU ... Thursday, 5th Aug.
 KAMAKURA MARU ... Saturday, 21st Aug.

BOMBAY via Singapore, Penang & Colombo.

AWA MARU ... Wednesday, 11th Aug.
 NAGANO MARU ... Monday, 30th Aug.

CALCUTTA via Singapore, Penang & Rangoon.

MURORAN MARU ... Friday, 20th Aug.

NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU ... Saturday, 21st Aug.

SHANGHAI, KOBE & YOKOHAMA.

HAKUSAN MARU ... Monday, 9th Aug.
 PENANG MARU ... Thursday, 12th Aug.
 TOYOOKA MARU ... Monday, 16th Aug.
 KITANO MARU ... Tuesday, 24th Aug.

For further information, apply to—
 NIPPON YUSEN KAISHA.

Telephone: Central No. 292 (Private exchanges to all Depts.).



SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at H'kong. and Sailing for S'hai. and Japan.	Probable Sailings from Hongkong for Marseilles.
GENERAL METZINGER A	16th July, 1926	17th Aug., 1926	17th Aug., 1926
AMAZONE	"	"	14th Sept., "
ANGERS	30th July, "	31st Aug., "	28th Sept., "
DARTAGNAN	13th Aug., "	14th Sept., "	12th Oct., "
ANGKOR	27th Aug., "	28th Sept., "	26th Oct., "
PORTEOS	10th Sept., "	12th Oct., "	8th Nov., "
CHAMBOUD	24th Sept., "	25th Oct., "	23rd Nov., "

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and Free Doctor's Attendance).
 A Class 1st Class ... £ 99. 0d. Od.
 B Class 1st Class ... £ 85. 0s. Od.
 C Class 1st Class ... £ 70. 0d. Od.
 Through Tickets to London and Leading Towns of Europe.
 Accommodation reserved in the Trains at Marseilles.

LIGNES COMMERCIALES (Cargo Boats).

s.s. "SI-KIANG" from DUNKIRK LONDON & HAYRE is due to arrive on the 22nd August.

Sailings subject to alteration without notice.

For full Particulars, apply to—

MESSAGERIES MARITIMES CO.
 Telephone: Central 740.
 CONSIGNATION—TRADE—REPRESENTATION.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

TSINGTAU via FOOCHEW

"HOPSANG"	Thursday, 5th Aug. at 7 a.m.
"HOSANG"	Thursday, 5th Aug. at 3 p.m.
"HANGSANG"	Friday, 6th Aug. at 9 a.m.
"MINGSANG"	Sunday, 8th Aug. at 8 a.m.
"NAMSANG"	Tuesday, 10th Aug. at 7 a.m.
"CHIPSANG"	Thursday, 12th Aug. at Noon.
"YATSHING"	Wednesday, 11th Aug. at Noon.
"LEESANG"	Sunday, 15th Aug. at 8 a.m.
"KUTSANG"	Tuesday, 17th Aug. at 7 a.m.
"YUNSANG"	Tuesday, 17th Aug. at Noon.
"CHEONGSANG"	Wednesday, 18th Aug. at Noon.
"HINSANG"	Sunday, 22nd Aug. at 2 p.m.
"KUMSANG"	Tuesday, 24th Aug. at 3 p.m.
"MAUSANG"	Wednesday, 1st Sept. at 2 p.m.
"FOOKSANG"	Wednesday, 15th Sept. at 3 p.m.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.

GENERAL MANAGERS.

Telephone: CENTRAL No. 215.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Due Hongkong.
"GLENOGLE"	7 a.m., 4th Aug.
"GLENAMOY"	" 24th "
"GLENAGARRY"	" 2nd Sept.
"GLENAPP"	" 19th "
"GLENSEANE"	" 5th Oct.
"GLENATHENSHEIRE"	" 16th Oct.

HOMEWARDS.

Vessel	Discharges	Leaves H'kong.
"PEMBROKESHIRE"	"	25th Aug.
"GLENOGLE"	"	22nd Sept.
"GLENATHENSHEIRE"	"	16th Oct.

Movements are subject to change without notice.

For Freight or further Particulars, please apply to—

JARDINE, MATHESON & CO., LTD.

THE GLEN LINE, LTD., AGENTS.

Telephone: Central No. 215 sub-ex. 23, and Central 3693.

NORDEUTSCHER LLOYD, BREMEN.

FAR EASTERN PASSENGER

AND

FREIGHT SERVICE.

Cabin class £73. 4s. 0d.
 Intermediate class £48. 2s. 0d. } To GENOA.



NEXT SAILINGS:

STEAMERS	ARRIVAL AT HONGKONG AND SAILINGS FOR SHANGHAI AND JAPAN.	SAILINGS FROM HONGKONG TO GENOA, MARSEILLES, ROTTERDAM, HAMBURG, AND BREMEN VIA MANILA, SINGAPORE, BELAWAN, COLOMBO AND PORT SAID.
* ACCOMMODATION FOR 100 CABIN CLASS AND 150 INTERMEDIATE CLASS PASSENGERS.		
* M.S. "FULDA"	16th August, 1926	22nd August, 1926.
* M.S. "KOENIGSBERG"	22nd September, "	15th October, "
* M.S. "TRIER"	6th October, "	13th November, "
* M.S. "SAARBRUECKEN"	5th November, "	11th December, "
* M.S. "COBLENZ"	2nd December, "	9th January, 1927.
* M.S. "YORK"	30th December, "	6th February, "
* M.S. "DERFFLINGER"	27th January, 1927.	6th March, "

For Freight and Passage, please apply to—

MELCHERS & CO.,

Telephone C. 4557.

8, Queen's Building, Chater Road.

Agents, HONGKONG.

JAVA-CHINA-JAPAN-LIJN.



REGULAR FOREIGN SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJIKINI	DALY & AMOY	4th "	6th Aug.	MAXIMAR & SOERABAJA
TJIKIBANG	BATAVIA	8th "	11th "	SHANGHAI
TJIKONBARI	SHANGHAI	11th "	12th "	BATAVIA
TJIKIWONG	JAVA	12th "	17th "	JAVA
TJIKANOEK	NORTH CHINA	18th "	20th "	BATAVIA
TJIKANDI	JAPAN	22nd "	24th "	BATAVIA

Wireless Telegraphy.
 The steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.
 For Particulars of Freight and Passage, apply to the
 JAVA-CHINA-JAPAN LIJN.

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THE BANK LINE, LTD.

AGENTS FOR THE FOLLOWING SERVICES:

NEW YORK, BOSTON & BALTIMORE

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "MALVERNIAN" ... Via Suez Canal From Hongkong 13th August.

BOSTON & NEW YORK
AMERICAN & ORIENTAL LINE

(ANDREW WEIR & Co., London.)

Sailings from Hongkong

UNITED KINGDOM & CONTINENT
"ELLERMAN" LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

FARES TO LONDON "A" 1st Class £33. 2nd Class £20.
"B" 1st Class £20. 2nd Class £15.MAURITIUS & SOUTH AFRICA
ORIENTAL-AFRICAN LINE

STEAMER From Hongkong July/August.

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Capetown.

Through Bills of Lading issued to Beira, Johannesburg, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kismayu, Port Nolloth, Luderitz Bay, Walvis Bay, and Madagascar.

AUSTRAL-EAST INDIES LINE
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

Sailings from Singapore on 8th of every month by "CITY OF PALERMO" or "MALATIAN" to Java, Fremantle, Adelaide, Melbourne and Sydney, and vice versa. Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For Freight or Passage on any of the above Lines, Apply to—

THE BANK LINE LTD.

Tel. Cent. 4791

**P. & O., British India
Apcar and
Eastern & Australian
Lines**

(COMPANIES Incorporated in ENGLAND.)

MAIL AND PASSENGER STEAMERS
TAKING CARGO FORSTRAITS, JAVA, BURMA, ORYON, INDIA, PERSIAN GULF, WEST INDIES
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE PORTS,
EUROPE, ETC.PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

Steamships	Tons	From Hongkong (about)	Destination
"DELTA"	8,097	7th Aug. Noon	Mars., Casablanca, London and Antwerp.
"MACEDONIA"	11,089	21st Aug.	Mars., Casablanca, London.
"KALYAN"	9,144	4th Sept.	Mars., Casablanca, London, Antwerp & Hull.
"NAGPORE"	5,283	10th Sept.	Mars., London, Hamburg, Bremen & Antwerp.
"MALWA"	10,941	18th Sept.	Marselles, London.
"KASHGAR"	9,005	2nd Oct.	Marselles, London, Antwerp & Hull.
"MOREA"	10,918	16th Oct.	Marselles, London.
"KHYBER"	9,114	30th Oct.	Marselles, London and Antwerp.
"MANTUA"	10,902	13th Nov.	Marselles, London.
"KARNATA"	9,128	27th Nov.	Marselles, London and Antwerp.
"MACEDONIA"	11,089	11th Dec.	Marselles, London.
"DELTA"	8,097	25th Dec.	Marselles, London and Antwerp.
"MALWA"	10,941	8th Jan.	Marselles, London.
"KALYAN"	9,144	22nd Jan.	Marselles, London and Antwerp.
"MOREA"	10,918	5th Feb.	Marselles, London.
"KASHGAR"	9,005	19th Feb.	Marselles, London and Antwerp.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

"SHIRALA"	7,841	7th Aug. 2 p.m.	Singapore, Penang and Calcutta.
"TALMA"	10,000	13th Aug.	do.
"TAKADA"	6,949	4th Sept.	do.
"SANTHIA"	7,754	7th Sept.	do.
"TILAWA"	10,006	— Sept.	do.
"TALAMBA"	9,018	23rd Sept.	do.
"SHIRALA"	7,841	3rd Oct.	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

"TANDA"	6,956	27th August	Manila, Sandakan, Thursday Island,
"ST. ALBANS"	4,500	1st Oct.	Townsville, Brisbane, Sydney
"ARAFURA"	6,000	29th Oct.	and Melbourne.

The E. & A.S.S. Co., Ltd., steamers will also call at Shanghai, Lioi, Cebu, Kolambagan, Tawao, Timor, Durwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"KALYAN"	9,144	7th Aug. Noon	Shanghai, Moji and Kobe.
"TAKADA"	6,949	14th Aug.	Shanghai, Moji and Kobe.
"MALWA"	10,941	19th Aug.	Shanghai, Moji and Kobe.
"SANTHIA"	7,754	21st Aug.	Shanghai, Moji and Kobe.
"TILAWA"	10,006	— Aug.	Yokohama only.
"NELLOBE"	6,853	1st Sept.	Shanghai, Moji and Kobe.
"TALAMBA"	9,018	3rd Sept.	Shanghai and Kobe.
"KASHGAR"	9,005	3rd Sept.	Shanghai, Moji and Kobe.
"ST. ALBANS"	4,500	7th Sept.	Moji, Kobe, Osaka and Yokohama.
"SHIRALA"	7,841	13th Sept.	Shanghai, Moji and Kobe.
"MOREA"	10,918	16th Sept.	Shanghai, Moji and Kobe.
"NYANZA"	7,023	26th Sept.	Shanghai, Moji and Kobe.
"KHYBER"	9,114	1st Oct.	Shanghai, Moji and Kobe.
"ARAFURA"	6,000	5th Oct.	Moji, Kobe, Osaka and Yokohama.
"MANTUA"	10,902	16th Oct.	Shanghai, Moji and Kobe.
"KARNATA"	9,128	29th Oct.	Shanghai, Moji and Kobe.
"DEVANHA"	8,155	30th Oct.	Shanghai and Kobe.
"TANDA"	6,956	2nd Nov.	Moji, Kobe, Osaka and Yokohama.
"MACEDONIA"	11,089	13th Nov.	Shanghai, Moji and Kobe.
"DELTA"	8,097	27th Nov.	Shanghai, Moji and Kobe.
"ST. ALBANS"	4,500	7th Dec.	Moji, Kobe, Osaka and Yokohama.
"MALWA"	10,941	16th Dec.	Shanghai, Moji and Kobe.
"KALYAN"	9,144	24th Dec.	Shanghai, Moji and Kobe.
"ARAFURA"	6,000	4th Jan.	Moji, Kobe, Osaka and Yokohama.
"MOREA"	10,918	7th Jan.	Shanghai, Moji and Kobe.
"KASHGAR"	9,005	21st Jan.	Shanghai, Moji and Kobe.

All rates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Passengers for Bangkok must delay their own Hotel expenses at Singapore while awaiting the on carrying steamer.
All Cabins are fitted with Electric Fans free of charge.
Steamers on London and Australian Lines are fitted with Laundries.
Parcels measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.
P. & O. Building, Connaught Road Central, HONGKONG. Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, Saloons and Excellent cuisine.

FOR
AMOY & FOOCHOWAND RETURN
(Occupying 9 or 10 Days)

HAINING ... Capt. W. C. Pasmore ... Wednesday, 4th August, at 11 a.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).
Round Trip Tickets will be issued from Hongkong to Fouchow (Pagoda Anchorage) and Return by the same Steamer by the "HAINING," "HAIHONG" and "HAIHING" at the Reduced Rate of \$30.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.
General Managers.**CHINA NAVIGATION CO.,**

LIMITED.

"WEIHAIWEI, CHEFOO & TIENTSIN"	"HUICHOW"	On 4th Aug.	4 p.m.
SHANGHAI	"SOOCHOW"	On 5th Aug.	6 a.m.
AMOY & SINGAPORE	"KWANGTUNG"	On 6th Aug.	6 a.m.
SHANGHAI & TSINGTAO	"SHANTUNG"	On 7th Aug.	6 a.m.
HONGKONG	"TAIKOO WANYI"	On 7th Aug.	10 a.m.
SHANGHAI	"SUIYANG"	On 8th Aug.	6 a.m.
HONGKONG	"KINGYUAN"	On 8th Aug.	6 a.m.
AMOY & SHANGHAI	"SZEORUEN"	On 10th Aug.	6 a.m.
AMOY & SINGAPORE	"ANKING"	On 10th Aug.	6 a.m.
SHANGHAI	"SUNNING"	On 12th Aug.	6 a.m.
HONGKONG & HAIPHONG	"KAN"	On 12th Aug.	10 a.m.
SHANGHAI & TSINGTAO	"LINAN"	On 14th Aug.	6 a.m.
HONGKONG	"CHINHUA"	On 14th Aug.	6 a.m.
SHANGHAI	"SINKIANG"	On 15th Aug.	6 a.m.
AMOY & SHANGHAI	"YINGCHOW"	On 17th Aug.	6 a.m.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

Telephone Central 36.

Agents.

CARGO AND PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, LTD.

"CHANGTE" & "TAIPING"

THESE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM

HONGKONG TO AUSTRALIAN PORTS,

VIA MANILA AND THURSDAY ISLAND.

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports. EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION. HONGKONG TO SYDNEY—19 DAYS.

STEAMER	Due Hongkong ON OR ABOUT	SAILING HENCE ON OR ABOUT
CHANGTE	11th August	18th August, Noon
TAIPING	10th September	17th September
CHANGTE	8th October	16th October
TAIPING	9th November	17th November

For Freight and Passage Apply to—BUTTERFIELD & SWIRE.

Telephone: Central 36.

Agents.

DODWELL & CO., LTD.

NEW YORK BERTH.

LOADING FOR BOSTON AND NEW YORK VIA SUEZ.

S.S. "CORBY CASTLE" ... Sails on or about 19th August.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR

BRINDISI, VENICE AND TRIESTE (FIUME).

TAKING CARGO ON THROUGH BILLS OF LADING TO

GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND

DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

"A" CLASS: £72. 10s. 0d. "B" CLASS: £66. 0s. 0d.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

From Hongkong.

S.S. "ROSANDRA" ... 5th August.

S.S. "FIUME L" ... 4th September.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE

From Hongkong.

S.S. "VENEZIA L" ... 5th August.

S.S. "ROSANDRA" ... 31st August.

S.S. "FIUME L" ... 30th September.

NATAL LINE OF STEAMERS

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMVOLOBI" ... Sails from Calcutta 31st August.

S.S. "UMZUMBI" ... Sails from Calcutta 30th Sept.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines, apply to—

DODWELL & CO., LIMITED.

Telephone: Central 1030.

Agents.

BOSTON, NEW YORK & BALTIMORE

Joint Service of the

BLUE FUNNEL LINE

(OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "MALVERNIAN" ... Via Suez Canal 13th August.

S.S. "DECCALION" ... Via Suez Canal 27th August.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.

HONGKONG AND CANTON. JARDINE MATHESON & CO., LTD., CANTON.

PRINCE LINE

IMPROVED SERVICE

FAST MOTOR VESSELS

TO

BOSTON
NEW YORK
PHILADELPHIA

M.V. "CHINESE PRINCE" ... 5th Sept., 1923

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3165.

(Incorporated in Great Britain)

Telegrams: Furnpince.

King's Building.

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**KONINKLYKE PAKETVAART
MAATSCHAPPY.**

(ROYAL PACKET NAVIGATION CO. OF BATAVIA).

THE STEAMSHIP

"VAN CLOON"Due to sail to SINGAPORE, BELAWAN, DELI and
PENANG, on the 5th August, at Noon.

Offers excellent Saloon accommodation.

All lower berths. Doctor carried.
English cuisine. Wireless telegraph.

1st Class Fare to Singapore—\$100.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) Service
to all destinations in the Netherlands East Indies and Australia.

Agents—

JAVA-CHINA-JAPAN-LIJN

Telephone 1574.

YORK BUILDING, CROSS STREET. [12]

